

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF CITY PLANNING

DRAFT
83.327E

ST. MARY'S MEDICAL OFFICE BUILDING

ENVIRONMENTAL IMPACT REPORT

PUBLICATION DATE: MAY 3, 1985

PUBLIC HEARING DATE: JUNE 13, 1985

PUBLIC COMMENT PERIOD: MAY 3, 1985 THROUGH JUNE 13, 1985

WRITTEN COMMENTS SHOULD BE SENT TO
THE ENVIRONMENTAL REVIEW OFFICER
450 McALLISTER STREET, SAN FRANCISCO, CA 94102

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May 3, 1985

TO : Distribution List for the St. Mary's Medical Office Building EIR

FROM : Alec S. Bash, Environmental Review Officer

SUBJECT: Request for the Final Environmental Impact Report for St. Mary's Medical Office Building

This is the draft of the Environmental Impact Report (EIR) for St. Mary's Medical Office Building. A public hearing will be held on the adequacy and accuracy of this document on June 13, 1985. After the public hearing, our office will prepare and publish a document titled "Summary of Comments and Responses," which will contain a summary of all relevant comments on this Draft EIR and our responses to those comments. It may also specify changes to this Draft EIR. Those who testify at the hearing on the draft will automatically receive a copy of the Comments and Responses document along with notice of the date reserved for certification (usually about 9 weeks after the hearing on the draft); others may receive such copies and notice on request or by visiting our office. This Draft EIR, together with the Summary of Comments and Responses document, will be considered by the City Planning Commission in an advertised public meeting and certified as a Final EIR if deemed adequate.

After certification, we will modify the Draft EIR as specified by the Comments and Responses document and print both documents in a single publication called the Final Environmental Impact Report. The Final EIR will add no new information to the combination of the two documents except to reproduce the certification resolution. It will simply provide the information in one rather than two documents. Therefore, if you receive a copy of the Comments and Responses document in addition to this copy of the Draft EIR, you will technically have a copy of the Final EIR.

We are aware that many people who receive the Draft EIR and Summary of Comments and Responses have no interest in receiving virtually the same information after the EIR has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final EIR to private individuals only if they request them.

If you want a copy of the Final EIR, please so indicate in the space provided on the next page and mail the request to the Office of Environmental Review within two weeks after certification of the Final EIR. Any private party not requesting a Final EIR by that time will not be mailed a copy. Public agencies on the distribution list will automatically receive a copy of the Final EIR. Copies will also be available at the Department of City Planning, 450 McAllister Street, 5th floor, San Francisco, CA 94102.

Thank you for your interest in this project.

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Office of Environmental Review
450 McAllister Street, 5th Floor
San Francisco, CA 94102

Attention: Paul Rosetter, OER Coordinator
83.327E St. Mary's Medical Office Building

CUT ALONG DOTTED LINE

RETURN REQUEST REQUIRED FOR FINAL ENVIRONMENTAL IMPACT REPORT

REQUEST FOR FINAL ENVIRONMENTAL IMPACT REPORT

To: Department of City Planning,
Office of Environmental Review

Please send me a copy of the Final EIR.

Signed: _____

Print Your Name and Address Below

--

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF CITY PLANNING

DRAFT

83.327 E

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ST. MARY'S MEDICAL OFFICE BUILDING
DRAFT ENVIRONMENTAL IMPACT REPORT

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I. SUMMARY

A. PROJECT DESCRIPTION

The proposed project is a medical office building (MOB) on the St. Mary's Hospital and Medical Center campus. Sponsored by Mercy Professional Building, Inc., a corporation affiliated with St. Mary's, the building would provide office space for approximately 100 physicians and their staff, some limited accessory activities, and parking. The project is the first phase towards implementation of the Hospital's Institutional Master Plan, presented to the public in 1982. The proposed six-story office building (80 feet high) would enclose approximately 105,000 gross square feet, of which 83,000 square feet would be useable. Approximately 90% of the useable space would be for physicians' office suites and 10% for accessory commercial or diagnostic facilities. Parking for 375 cars would be provided in five levels of garage space underneath the building.

The proposed project would be located at the southwest corner of the intersection of Fulton and Shrader Streets on the St. Mary's campus. Adjacent to 2237 Fulton Street, the rectangular site is roughly 24,400 square feet and extends approximately 142 feet along Fulton Street and 172 feet along Shrader Street. The proposed project would occupy the currently vacant Lots 29A and 36 of Assessor's Block 1191. The Hospital Drive entrance to the MOB would also occupy about 155 square feet of the rear yard of the residential structure to the west (Lot 29), which is owned by St. Mary's parent corporation.

The project vicinity is a mix primarily of institutional and residential uses. Immediately west of the project site along the south side of Fulton Street are two- and three-story flats and apartments. To the north across Fulton Street are additional residential structures, the Carmelite Monastery, and St. Ignatius Church on the University of San Francisco (USF) campus. To the east across Shrader Street are USF's Kendrick Hall Law Library and several apartment buildings. The St. Mary's Hospital and Medical Center lie south of the project site.

The MOB would have entrances at the southwest corner of Fulton and Shrader Streets and on Hospital Drive across from St. Mary's North Tower. Vehicular access to the garage would be from Hospital Drive, a one-way eastbound road from Stanyan Street. The building facades would be earth-colored, precast concrete with granite features and tinted windows. The depths of the setbacks for the upper floors would be varied.

A Conditional Use authorization would be needed to construct the MOB in an RH-3 Zoning District (a three-family house district). The authorization also would be needed to allow the project to have plan dimensions in excess of those permitted by the bulk regulations. As proposed, St. Mary's MOB would have a floor area ratio (FAR) of 4.3 to 1; the site's permitted FAR is 2.25 to 1 (including a 25% premium because it is a corner lot.) The project could be reviewed under Section 304 of the City Planning Code, Planned Unit Development (PUD), which allows the City Planning Commission to modify provisions of the code to the extent specified by the permit. A PUD permit is a type of Conditional Use authorization and, therefore, the same criteria for approval apply. Applications for a Conditional Use authorization and a PUD permit may be combined and heard jointly at a City Planning Commission public hearing.

B. ENVIRONMENTAL IMPACTS

Urban Design and Visual Quality

The MOB would be located next to residential structures along Fulton Street between Stanyan and Shrader Streets. The height of the MOB would exceed the height of these buildings. Near the proposed MOB, residential structures range from 30 to 45 feet high compared to the MOB's height of 65 feet, plus an additional 15 feet to the top of its mechanical penthouse. The lot widths of the adjacent residences are generally 25 feet, while the proposed MOB has wall lengths of about 100 feet along Fulton Street and 125 feet along Shrader Street. Thus, the overall size and form of the MOB would be at a scale larger than the apartments buildings immediately to the west; hence, the structure does not fulfill the City's Urban Design Plan policies that call for new development to relate to the prevailing height, bulk, and scale of existing development.

The six-story MOB would replace an unimproved vacant lot, surrounded by cyclone fencing. Construction of the MOB would require that six closet windows and two living room windows on the eastern side wall of the adjacent apartment building be boarded up. Some of these closets, which measure approximately five feet by eight feet, serve as bedrooms. As "habitable space," the bedrooms must comply with Section 501.4 of the City Housing Code requiring adequate light and ventilation. Views from 20 other windows located in a recessed light well along the eastern side wall also would be eliminated.

The MOB would reduce close-up views of prominent buildings from the south and west. From the south (along Shrader at Grove), the MOB would block views of the western portions of the Carmelite Monastery. From the west (along Fulton near Stanyan), the northern facade of the MOB would obstruct views of the USF Law Library.

Shadows

During the winter, shadows are longest and shading effects are most apparent. In the morning (10:00 a.m.), the MOB would block direct daylight from entering the windows in the light well of the residential structure immediately west of the MOB, and cast shadows across Fulton Street onto the western third of the Carmelite Monastery. In the afternoon (3:00 p.m.), the MOB would cast shadows to the north-east onto the south-facing windows of the Carmelite Monastery's church and across the Fulton/Shrader intersection to the base of St. Ignatius Church. Sidewalks on both sides of Fulton Street would be in shade throughout the day; in the afternoon, both sides of Shrader Street would be in shade.

Shadows would be cast onto Golden Gate Park in the vicinity of the southwest corner of Stanyan and Fulton Streets between April and September for a maximum of 1-1/2 hours after sunrise. Much of this heavily wooded area of the park is already shaded by St. Mary's North Tower and by the residential buildings across Stanyan Street. At its greatest extent, estimated to occur in May and June, the new area cast in shadow would be less than one acre one hour after sunrise. Neither the landscaped opening with tables and benches at the corner of Stanyan and Fulton nor any unwooded recreational areas would be affected during these months.

Transportation

During construction of the MOB, vehicular traffic would increase as major construction equipment and delivery trucks are needed on-site. As many as 104 vehicle trips per day would be made during excavation of the site. Sidewalks would be used temporarily as working and storage areas, and curb parking spaces would be eliminated. At a minimum, these effects would occur over the duration of the excavation and foundation phases of construction, approximately eight months. Pedestrians would be inconvenienced and street parking would be less available than it is now.

Once completed, the project would generate an additional 2,681 vehicle trips daily. The increase in traffic would be noticeable along Shrader Street, at its intersection with Fulton and Hayes Streets, and at the Stanyan/Hayes intersection. Although these intersections would still operate at level-of-service "A," the traffic generated by St. Mary's would increase volume-to-capacity ratios 13-36%. The intersections at Stanyan/Kennedy and Stanyan/Fulton (currently at level-of-service "F" and "D", respectively) would experience greater traffic volumes with construction of the MOB.

Increased congestion at the Stanyan/Fulton intersection could affect buses on MUNI Route Nos. 5 and 21 to downtown during the evening peak hours. As a result, they would take longer to reach downtown, turn around, and pick up passengers leaving downtown.

Noise

Noise impacts would be limited to the short-term construction period. Maximum noise levels would be experienced in the first twelve months, during excavation, foundation construction, and erection of the building frame. During these activities, peak instantaneous noise levels would be excessive and interfere with normal activities in the surrounding uses. They would reach as high as 87 decibels (dBA) in the nearest home, 77 dBA in the patient rooms of St. Mary's North Tower, and 73 dBA by the work carrels in the USF Law Library.

Cumulative Impacts

The MOB would increase the institutional character of the area and attract additional patients, employees, and visitors to the area. It would accommodate 100 private doctors, staff of about 220-230, and 15 ancillary employees, and would attract about 1,100 patients per day; thus, the project would bring new people into the Stanyan-Fulton neighborhood and increase the study area's daytime population density. When viewed in the context of other projects and the expansion plans of other institutions, the cumulative effects of greater traffic and competition for street parking, noise, increased demand for personal and business services, and an overall increase in the density of people in the area are major concerns for local residents and business people. These concerns are examined in detail in a study prepared by the City Planning Department, entitled Greater Haight-Ashbury Cumulative Assessment Report (December 1984).

C. MITIGATION MEASURES

Urban Design and Visual Quality

Because the MOB is at a scale larger than adjacent residential development, the project architects have attempted to visually reduce the scale of the development by dividing exterior surfaces into a series of "modules," each about 25-30 feet in width; providing a high ratio of window space to blank wall space; and varying the setbacks of the upper floors.

In addition, to establish some compatibility between the MOB and the architectural style of these residences, each module of the MOB would have a rusticated masonry base, high and narrow windows, and a stepped parapet, similar to the nearby two- and three-story residential buildings. Also, the height of the MOB parapet nearest the residential units is to match that of the adjacent residences.

Transportation

Traffic increases, particularly along Shrader Street, would be noticeable, but the intersections would continue to operate under their design capacity. To minimize traffic volumes generated by the MOB, St. Mary's existing transportation system management program would be extended to MOB physicians and staff, and to the MOB construction workers. The program emphasizes use of carpools, transit, and bicycles/motorcycles to reduce automobile trips.

During construction, St. Mary's would attempt to provide on-site parking for the construction crews, or provide parking elsewhere in order to reduce the short-term impacts of competition for on-street parking. Construction and storage areas would be moved as quickly as possible from the adjacent streets and sidewalks onto the site to limit disruption to vehicular and pedestrian traffic during construction. Furthermore, while the sidewalks are being used for construction purposes, temporary sidewalks would be made available.

Air Quality and Climate

During the construction period, especially while the site is being excavated and prepared, dust would be generated. To minimize this air quality impact, construction contractors would be required to water down the unpaved construction areas, and to wash and clean the site and adjacent streets.

Noise

To prevent ambient noise levels from disturbing MOB occupants, to conform with the Transportation Noise section of the Environmental Protection Element of the City's Master Plan, and to prevent the mechanical equipment atop the MOB from disturbing occupants of adjacent residences, an acoustical analysis would be required. It would be prepared under the supervision of a qualified individual with experience in acoustical engineering, and construction of the MOB would conform to the recommendations of the analysis. The acoustical analysis would be submitted along with the building permit application.

Construction noise impacts would be excessive and, without mitigation, would disrupt activities in the surrounding uses. To mitigate these effects, it is proposed that the construction contractor erect a noise barrier 12 feet high around the construction site.

D. ALTERNATIVES

Several alternatives to the proposed project and to the proposed use of the site are examined herein. Although some result in environmental impacts less adverse than those associated with the project, these alternatives have other characteristics making them less desirable to the project sponsors.

No Project Alternative. This alternative examines the consequences of not constructing the MOB. Two long-term scenarios are addressed: (1) the site is retained by St. Mary's and some other medical/institutional facility is proposed; and (2) the site is developed as a residential project accommodating 24 units, in accordance with zoning provisions applicable to the site. Neither of these scenarios has been considered by St. Mary's, since its long-term objective, as expressed in the Hospital's Institutional Master Plan (IMP), is to construct an MOB. Nevertheless, the housing alternative would pose fewer environmental impacts. Compared to the MOB, it would generate fewer trips (approximately 4% of the number of vehicle trips that would be generated by the proposed MOB), attract fewer people into the Stanyan-Fulton neighborhood, and contrast less with the adjacent residential structures in terms of land use and building height.

Alternative Locations for the Project. This alternative assumes that the proposed MOB site is unavailable and examines other sites where 100,000 gross square feet of office development could be accommodated. Three options are examined: (1) use of another nearby site, (2) use of small satellite offices, and (3) use of St. Mary's existing facilities.

Within the study area (see Figure 1, page 13), there are only four vacant lots besides the proposed project site. None of these sites could accommodate anything beyond a small medical office. If a number of small offices are built, physicians' offices would

likely be within walking distance of Hospital services and facilities, but neither physicians nor patients would have immediate access to the Hospital, as they would if the MOB were located on St. Mary's campus. If a single, off-campus site were sought, it would require the acquisition and displacement of residences and/or businesses. Another advantage of an on-campus MOB, from St. Mary's perspective, is that it is a desirable marketing tool that enables the Hospital to attract new physicians and remain competitive with other hospitals. Consequently, the first two options of seeking alternative off-campus locations were rejected by the project sponsors.

The possibility of using five other sites on-campus also was evaluated. Four sites would involve remodeling and converting existing Hospital space to office space. These sites include the South Wing, currently housing Hospital departments and patient-related functions; St. Mary's Hall, currently occupied by clinic offices; the Sister Mary Philippa Memorial Clinic; and unused patient rooms. Each of these alternative sites was rejected; none provided sufficient space to accommodate the desired number of physicians, all entailed expensive remodeling costs, and all required disruptions to and relocation of existing services. The fifth on-campus site examined is the existing Doctor's, or West, Lot, a 79-space parking area. A six-story, 105,000-square-foot MOB at this location would avoid the land use and visual impacts on the residential structures along Fulton Street. However, St. Mary's IMP recommends the Doctor's Lot be developed as a six-story building for diagnostic and treatment services and patient rooms. If an MOB were built here instead, the services and patient facilities would likely be shifted to the proposed project site. As a result, the land use and visual impacts initially avoided by moving the MOB would occur at a later time if St. Mary's subsequently constructed a building to house the diagnostic and treatment services and patient rooms at the project site. If this occurs, there will be no long-term environmental advantage over the proposed project. Because it would be less efficient for providing Hospital-related services and would increase the distances between related departments, St. Mary's has rejected doing so in favor of the proposals in its IMP.

55,000-Square-Foot MOB Alternative. This alternative proposes the maximum allowable development, complying with the site's FAR and height regulations. The resulting MOB would be a six-story structure over a parking garage, like the proposed

project, but would only enclose about 55,000 gross square feet. At that size, this alternative would generate 55% as many vehicle trips as the proposed project, decrease the influx of doctors, patients, and visitors to the Stanyan-Fulton neighborhood, and negligibly change the area's ambient noise levels and air quality. This building still would be at a scale and height greater than adjacent residential structures. Because it would not accommodate the number of physicians desired by St. Mary's, and still cost approximately the same as the proposed project, St. Mary's did not consider this a cost-effective alternative.

Alternative in Compliance with Proposition K. In order to eliminate shading of any land under the jurisdiction of the City Recreation and Park Department between one hour after sunrise and one hour before sunset, as required by Proposition K (the sunlight ordinance), a shorter version of the proposed project was developed. Testing various designs for their shade effects on Golden Gate Park, it was determined that the proposed MOB without the fourth and fifth floors would prevent shadows on the park during these critical hours. The resulting three-story MOB would be about 40 feet high along Fulton Street. The three stories would enclose roughly 75,000 gross square feet, thus accommodating 75 physicians. Consequently, the number of vehicle trips and visitors per day would be 75% of those of the proposed project, or about 2,000 and 800, respectively. Associated noise and air pollutant emission impacts would be reduced. The construction period would be shorter, since the size of the parking garage would be reduced to about 230 spaces on three levels. Finally, the shorter MOB would eliminate the height difference with adjacent residences that exists with the six-story MOB. St. Mary's feels this alternative is inappropriate because it would not accommodate the desired number of physicians.



II. PROJECT DESCRIPTION

A. PROJECT SPONSOR'S OBJECTIVES

The project site is part of the St. Mary's Hospital and Medical Center campus. Under the sponsorship of the Sisters of Mercy of California and Arizona, the campus is operated as a private, not-for-profit institution, offering health care services, continuing and post-graduate education for allied health care professionals, and support for clinical research related to physical and mental health. The parent corporation of St. Mary's Hospital is the Mercy Services Corporation.

St. Mary's Institutional Master Plan (IMP)¹, developed over a three-year period in conjunction with a Neighborhood Advisory Committee, sets forth the institution's future space requirements and physical development. The first phase toward implementing the IMP is construction of a medical office building (MOB) on the campus' northeast corner. The project sponsor is Mercy Professional Building, Inc., a corporation affiliated with St. Mary's Hospital and a subsidiary of Mercy Services Corporation. According to St. Mary's Statement of Purpose for the MOB², specific objectives to be satisfied by the project include:

- improving the quality of patient care in the community by concentrating health care services in close proximity to the Hospital;
- preventing duplication of services through improved access to both primary and specialty care, and increased convenience in utilizing Hospital diagnostic and therapeutic services;
- establishing second offices for some physicians to complement their existing, neighborhood-based practices;
- shortening patient stays in the Hospital;
- reducing costs to the patient; and

¹St. Mary's Hospital and Medical Center Institutional Master Plan, August 1982.

²St. Mary's Hospital and Medical Center, Medical Office Building Statement of Purpose and Project Objectives, February 1984.

- assisting the Sisters of Mercy in continuing their mission of service to the poor and elderly.

B. PROJECT LOCATION

Proposed Site

The proposed project would be located on the St. Mary's campus in the Stanyan-Fulton neighborhood of the City and County of San Francisco, California (see Figure 1). The property is on the southwest corner of the intersection of Fulton and Shrader Streets. Adjacent to 2237 Fulton Street, the rectangular site is roughly 24,400 square feet and extends approximately 142 feet along Fulton Street and 172 feet along Shrader Street. The proposed project would occupy the currently vacant Lots 29A and 36 of Assessor's Block 1191. The Hospital Drive entrance to the project also would occupy about 155 square feet of the rear yard of the adjacent residential structure owned by St. Mary's parent corporation. The St. Mary's campus extends south of the project for two blocks.

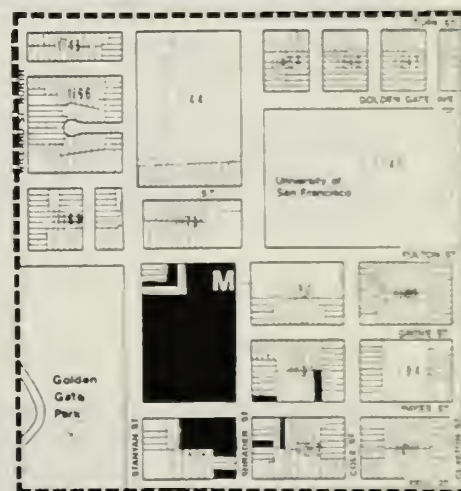
The project vicinity, shown in Figure 1 (inset), includes a mix of residential (40%), institutional (40%), and residential/commercial acreage (20%). Golden Gate Park lies one block west of the site, St. Ignatius Church and the University of San Francisco (USF) border the site to the northeast, and the Golden Gate Park "Panhandle" is three blocks south. Two- and three-story apartment buildings to the west along Fulton Street are typical of housing structures in the immediate area. St. Mary's, the Carmelite Monastery, and the USF's educational and athletic facilities contribute to the area's institutional character. Mixed residential/commercial uses are concentrated at the corners of Hayes and Cole Streets to the southeast and of Stanyan and McAllister Streets to the northwest.

Applicable Development Regulations

The site is subject to the regulations of the RH-3 Zoning District, a three-family residential house district. Medical offices are permitted in this district with a Conditional Use authorization, provided such uses are operated and affiliated with a hospital, medical center, or other medical institution with an IMP on file with the



FIGURE 1
SITE LOCATION



ST. MARY'S PROPERTIES
M **MOB SITE**

City Planning Department. Per Section 124 of the City Planning Code, RH-3 Districts have a basic floor area ratio (FAR)¹ limit of 1.8 to 1. Because the proposed site is a corner lot, it is also eligible for a 25% increase in floor area.

The site also lies within the 80-D Height and Bulk District, which specifies a maximum height of 80 feet and maximum floor dimensions of 110 feet along the length and 140 feet along the diagonal for building segments greater than 40 feet in height. Greater detail on land use regulations and their application to St. Mary's proposed MOB is provided in Chapter III, Environmental Setting, beginning at page 28.

C. PROJECT CHARACTERISTICS

Type of Project

The proposed project is an MOB which would comprise office space for physicians, some limited accessory activities, and parking. The proposed six-story office building would enclose approximately 105,000 gross square feet, of which 83,000 square feet would be useable.² The distribution of floor space by floor is presented in Table 1. Approximately 90% of the useable space would be for office suites for physicians and 10% for accessory commercial or diagnostic facilities. Possible accessory commercial uses include a pharmacy or other health-related uses, although an automatic bank teller, cafe, or delicatessen also have been suggested. Possible diagnostic facilities include patient care counseling, social service, a cashier, and outpatient registration.

Parking for 375 cars would be provided in five levels of garage space underneath the building. The main parking area would be entered and exited from Hospital Drive

¹Floor area ratio (FAR) is the ratio of the gross floor area of all the buildings on a lot to the area of the lot itself.

²The balance of 22,000 square feet includes circulation space, mechanical and electrical equipment space, janitorial closets, and other unuseable or unassignable areas.

TABLE I: DISTRIBUTION OF ST. MARY'S MOB FLOOR AREA

<u>Floor</u>	<u>Gross Square Feet</u>
Ground	20,420
First	18,030
Second	18,170
Third	17,940
Fourth	16,360
Fifth	<u>14,510</u>
Total	105,430

Source: Erica Ling, Kaplan/McLaughlin/Diaz (project architects), memorandum, April 10, 1984.

(which can be accessed only from Stanyan Street) and would include a covered drop-off and pick-up area. The entrance and exit for a separate parking level for physicians would be accessed from Shrader Street. Connections to St. Mary's Hospital would be provided from the lower levels of the garage to provide convenient access for patients, families, and visitors, as well as facilitate deliveries.

Options for ownership of the building by the Hospital or physicians still are being discussed.

Project Design

As defined by the project sponsors and the project architects, Kaplan/McLaughlin/Diaz, the design of the MOB needs to respond to three key features of the site: (1) the area's institutional/residential land use mix; (2) the architectural styles of neighboring buildings; and (3) the presence of St. Ignatius Church and the Carmelite Monastery, which will share the corner of Fulton and Shrader Streets with the proposed MOB.

From Fulton Street, the MOB would be approximately 80 feet high, including five stories plus a penthouse. Downhill from Fulton Street at Hospital Drive, the MOB

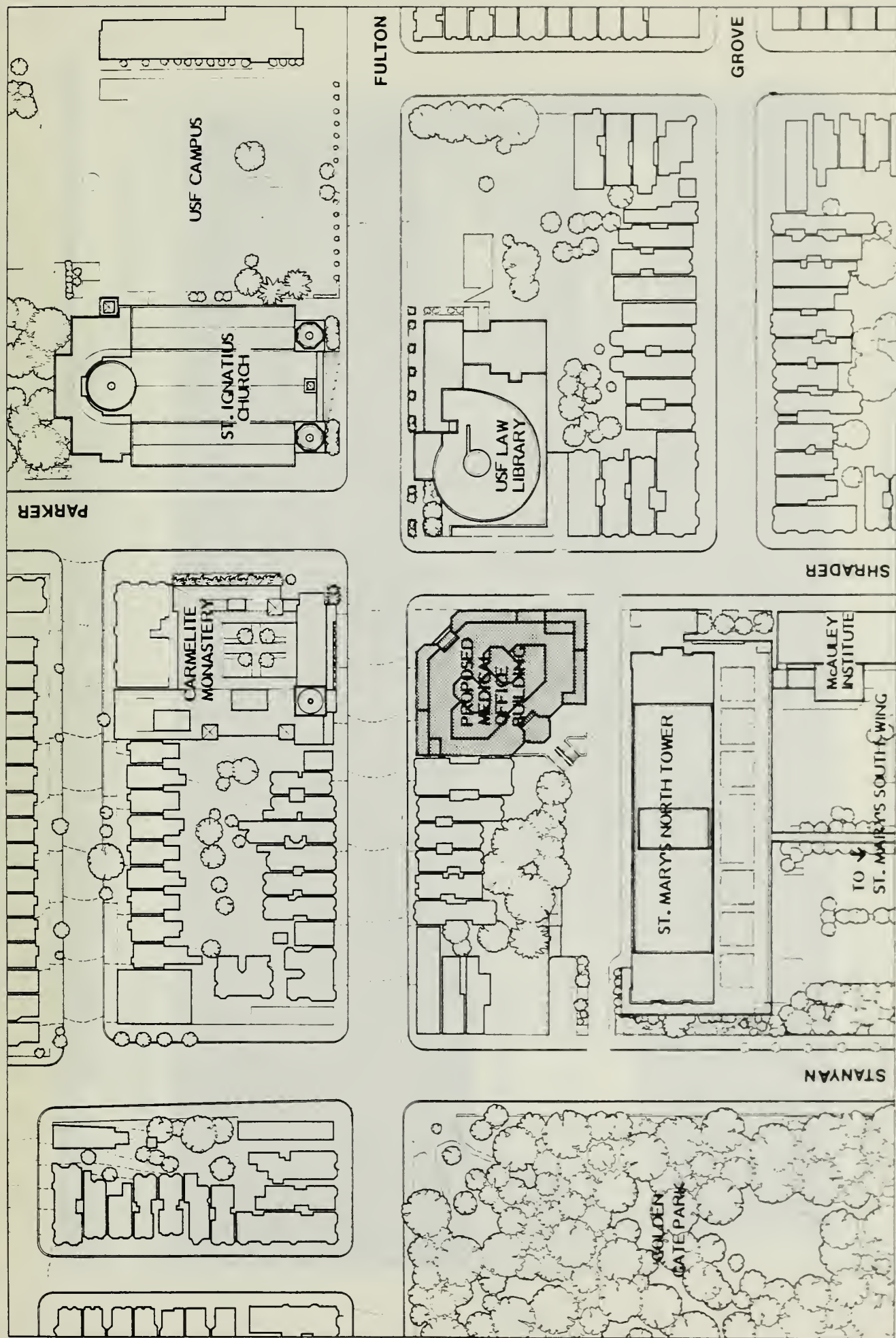
would rise about 110 feet. A site plan of the proposed project is shown in Figure 2, and building elevations are presented in Figures 3 and 4. These latter two figures illustrate how the facades of the MOB would be divided into a series of townhouse-sized modules. Exterior walls would be of architectural precast concrete with special feature areas of granite. Glazing on the windows would be tinted insulating glass in color-coated aluminum frames.

Access to the building would be either from Hospital Drive or from the corner of Fulton and Shrader Streets. The ground floor, entered from Hospital Drive, would contain the central elevator lobby, with elevators to the offices above and to the parking garage below. A pedestrian gallery would cut diagonally from the Hospital Drive entrance to the Fulton-Shrader entrance at Level 1. The building would be set back from the Fulton-Shrader corner at a 45° angle. The MOB facades would have stepped parapet¹ heights, and setbacks of varying depths on the upper floors. Ground coverage would vary from up to 80% at lower levels to 60% at upper levels. A mechanical penthouse would house the building's chillers, coolers, and fans. Plans for the first and for a representative upper floor (the fourth) are presented in Figures 5 and 6.

The five-level parking structure would be constructed underneath the MOB for daytime use by MOB visitors, employees, and physicians. Parking Levels 3-5 would require excavation below the surface at Hospital Drive. Primary vehicular access to the structure would be at Parking Level 2 on Hospital Drive, shown in Figure 7. A separate physicians' parking level (Parking Level 1) would be provided with an entrance and exit on Shrader Street. The parking garage would be open 24 hours per day. Hospital staff and visitors also would be allowed to use the garage, except during the Hospital's daytime hours (between 7:00 a.m. and 6:00 p.m.). A fee would be charged for all users of the facility. The fee structure has not yet been defined by the project sponsors.

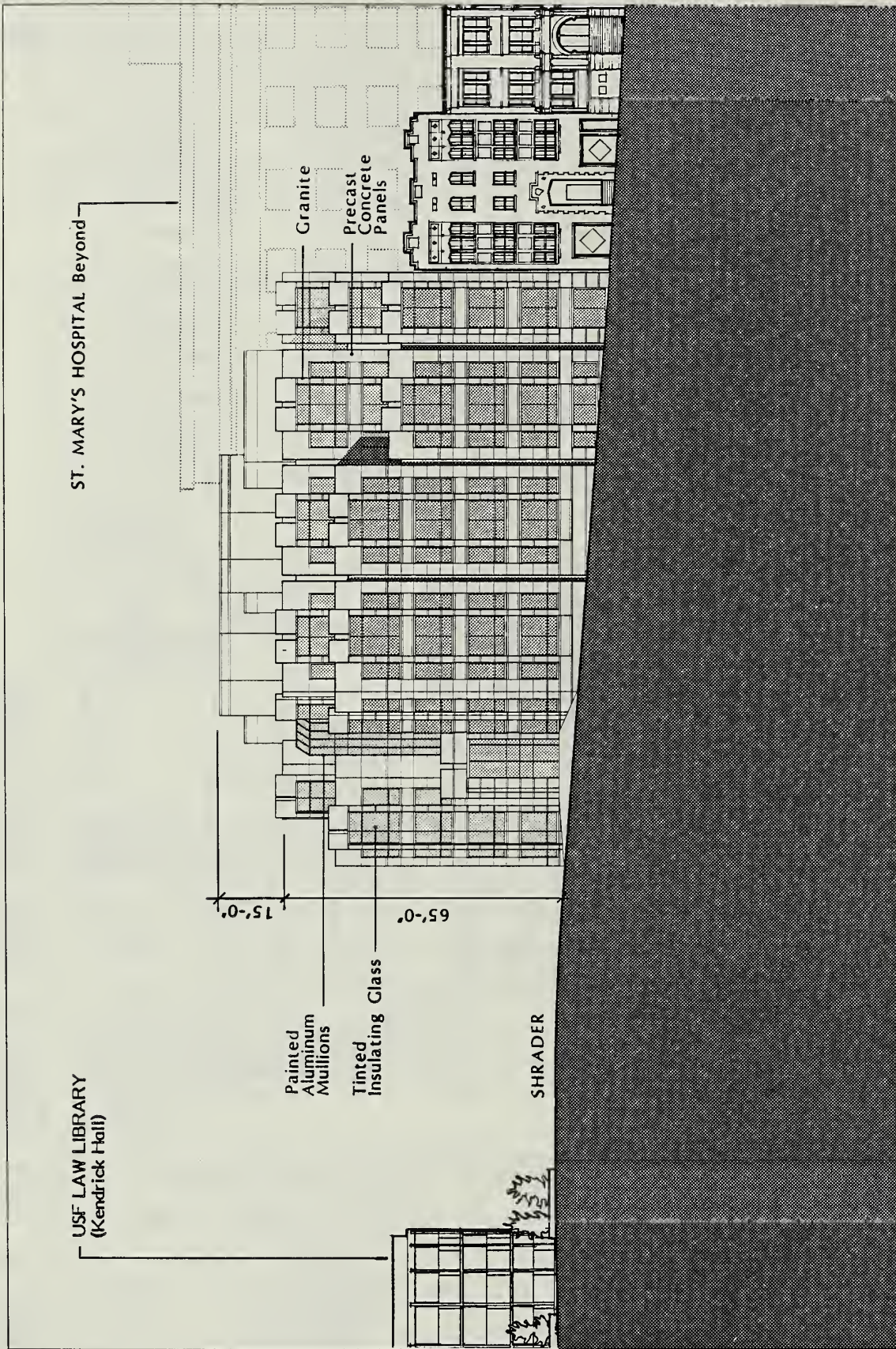
There would be no loading facilities provided at the MOB. The MOB would share the existing ones at St. Mary's Hospital.

¹A low wall or railing along the edge of a roof.



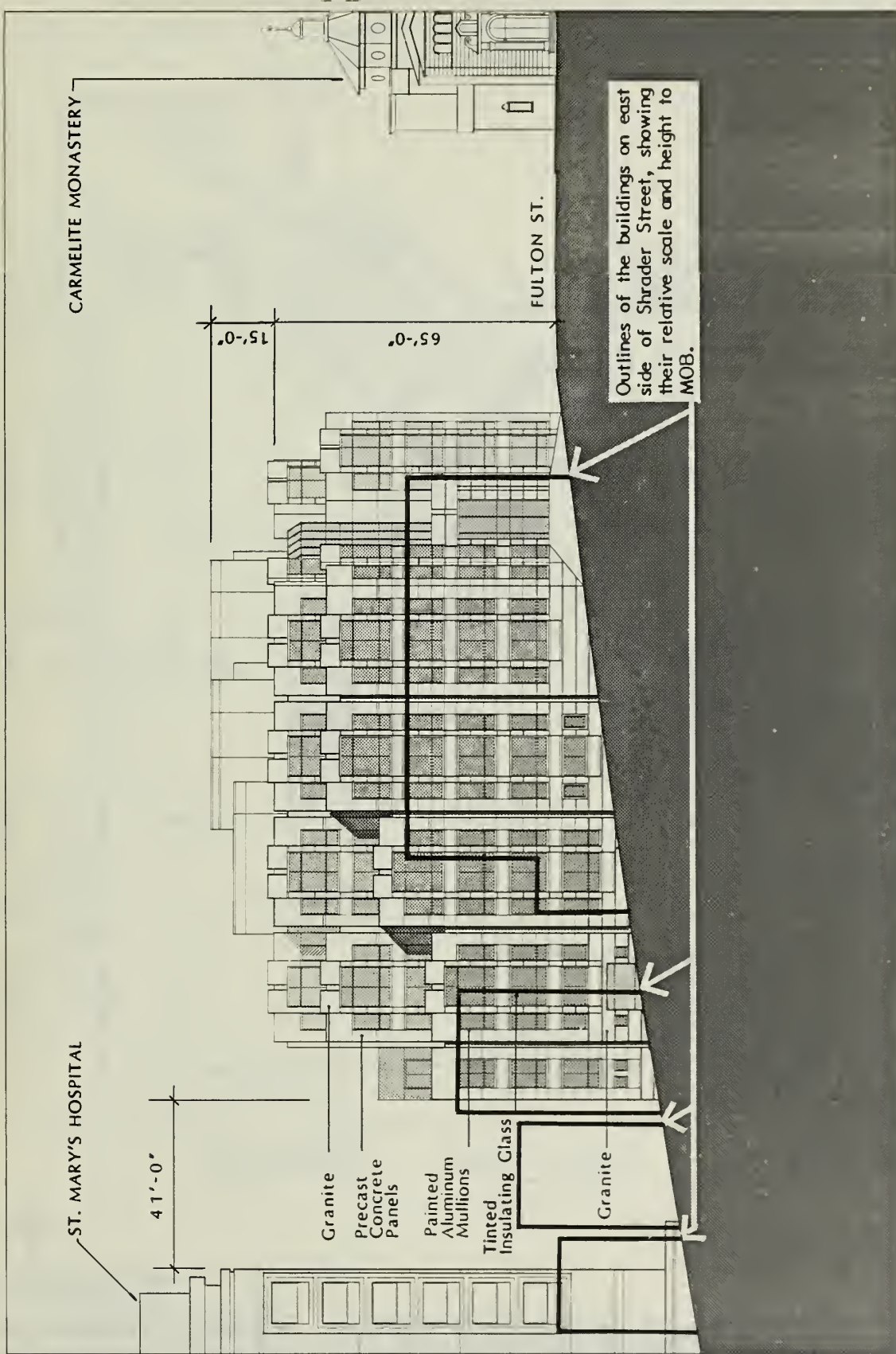
SOURCE: KAPLAN-McLAUGHLIN-DIAZ

FIGURE 2 ST. MARY'S MOB SITE PLAN



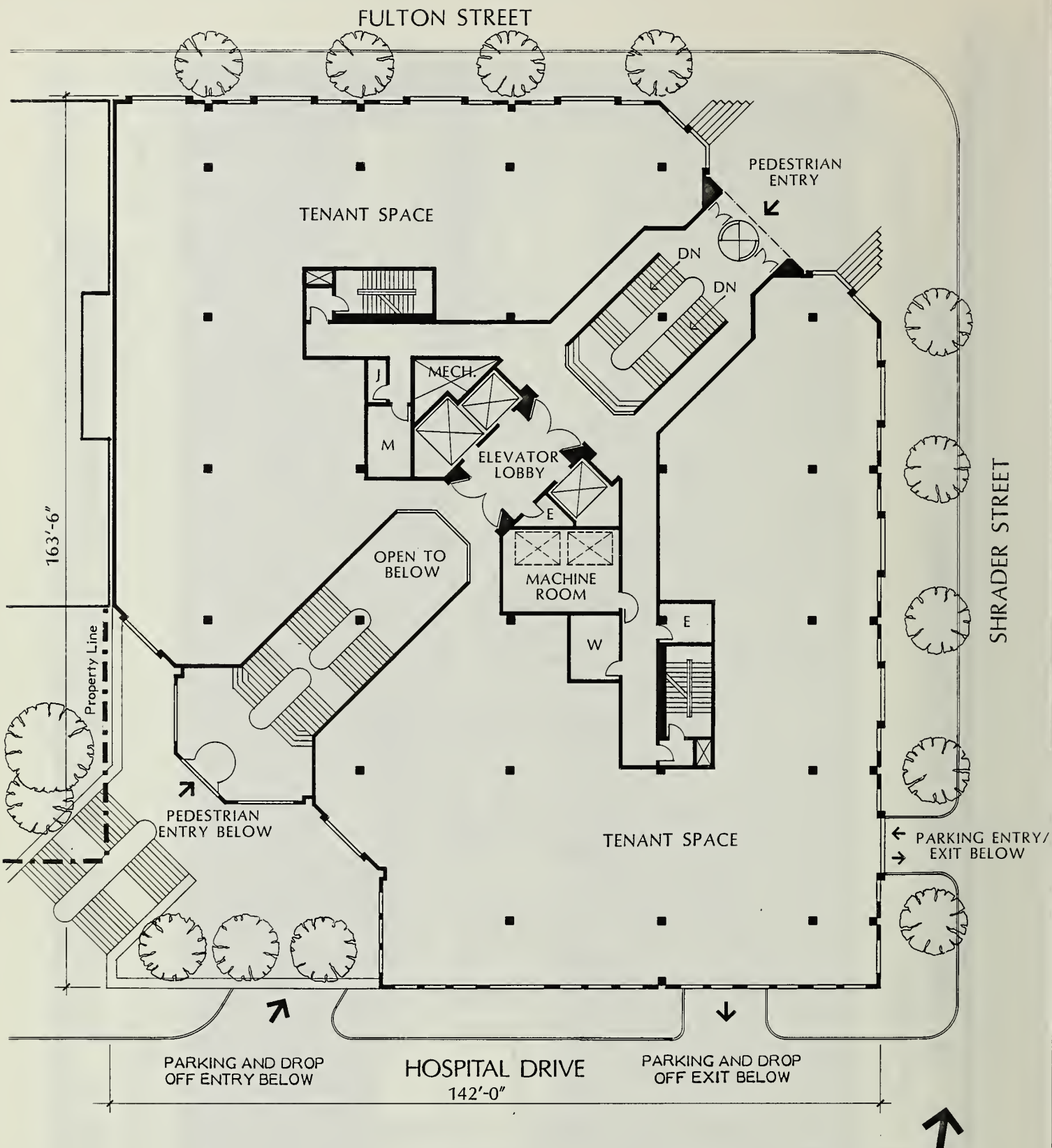
SOURCE: KAPLAN-McLAUGHLIN-DIAZ

FIGURE 3 ST. MARY'S MOB FULTON STREET ELEVATION



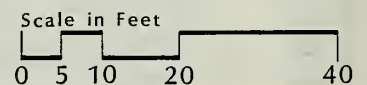
SOURCE: KAPLAN-McLAUGHLIN-DIAZ

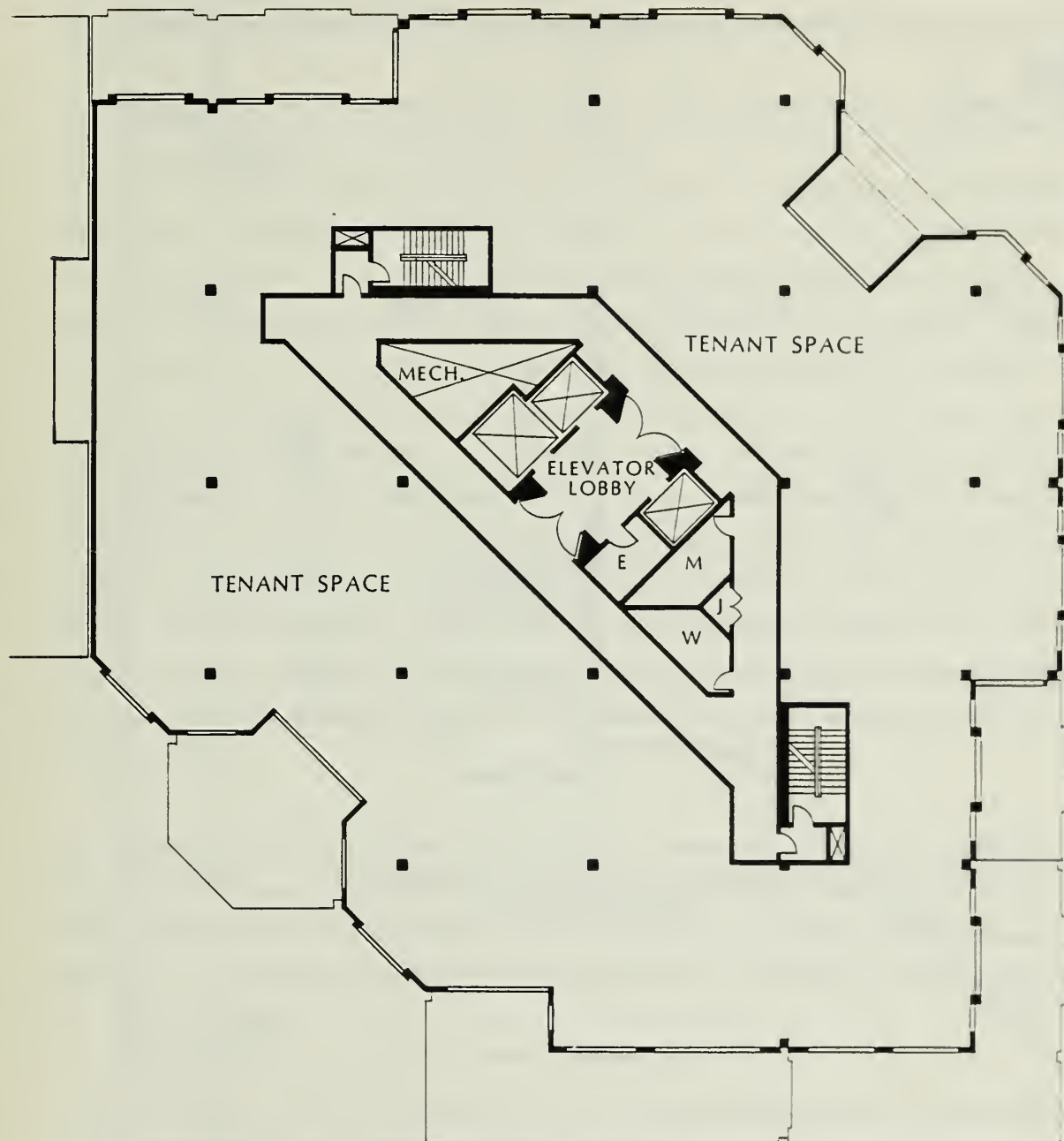
FIGURE 4 ST. MARY'S MOB SHRADER STREET ELEVATION



SOURCE: KAPLAN-McLAUGHLIN-DIAZ

FIGURE 5
ST. MARY'S MOB FIRST FLOOR PLAN

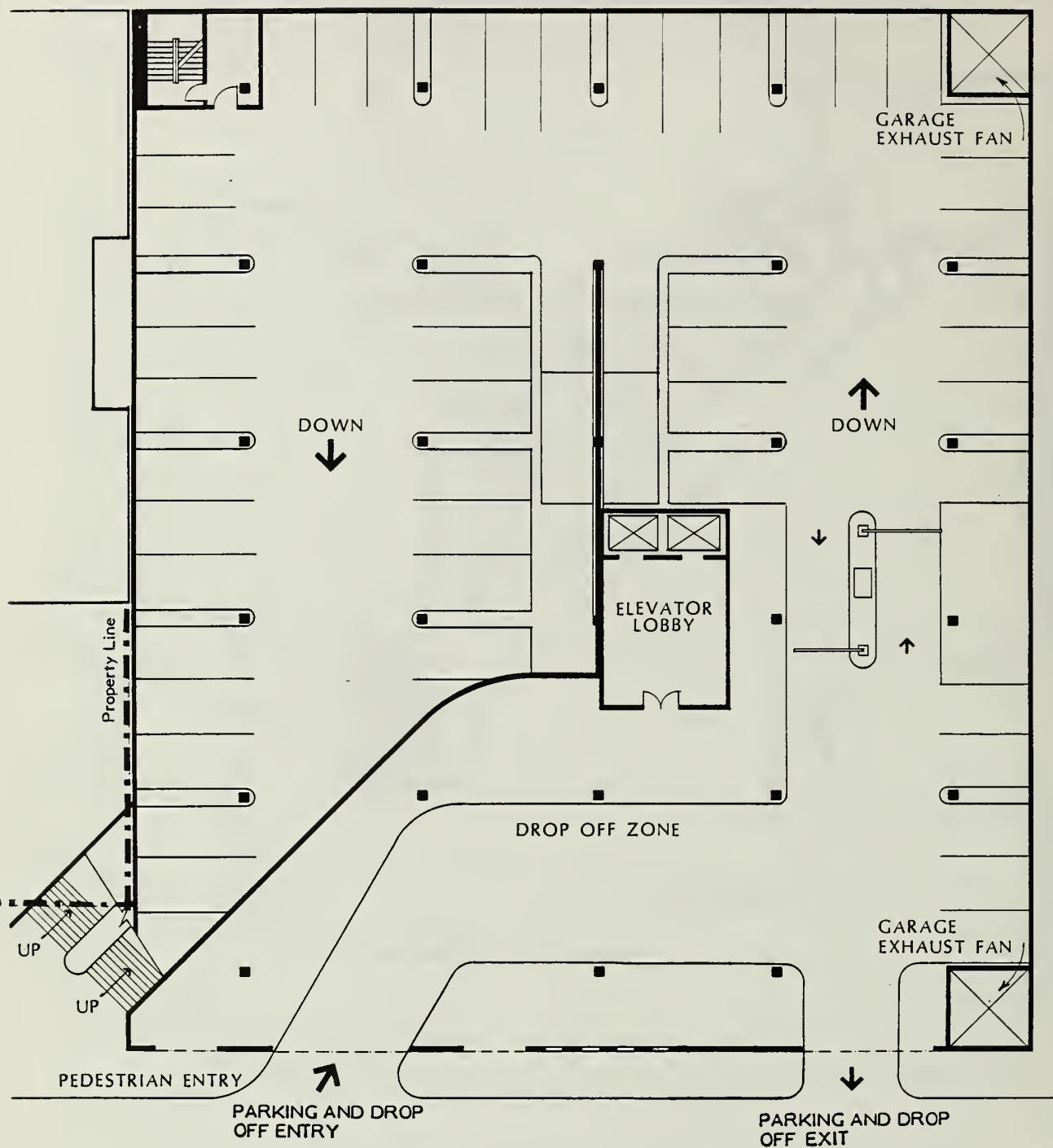




SOURCE: KAPLAN-McLAUGHLIN-DIAZ

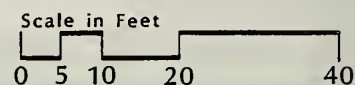
FIGURE 6
ST. MARY'S MOB FOURTH FLOOR PLAN

Scale in Feet
0 5 10 20 40



SOURCE: KAPLAN-McLAUGHLIN-DIAZ

FIGURE 7
ST. MARY'S MOB PARKING LEVEL 2



D. PROJECT SCHEDULING¹

The MOB would be constructed over a 20- to 24-month period, assuming a regular five-day work week with occasional overtime. Construction would occur in three phases: (1) excavation/foundation, (2) construction of the structural frame, and (3) fitting out. During the initial four months, the site would be excavated for the parking structure. This phase of construction would require the following major pieces of equipment: a drilling rig, soldier braces, and jackhammers for shoring the site; cat loaders for excavation and grading, and a specialized drill for angle anchors; a crane and bucket for finishing excavation and removing any dirt ramps. Ten-cubic-yard trucks would be needed to haul the excavated material away. Excavation would be followed by a four-month period of putting in the foundation and pouring the concrete for the garage. Either drilled caissons or concrete spread footing would be used for the foundation, depending on the soil conditions encountered.² Concrete pumps, trucks, and cranes would be the primary equipment used for construction of the foundation. Because there is limited working and storage space, the sidewalks and possibly part of the streets would be used for storage of equipment and construction materials.

The second phase involves construction of the structural frame and cladding. During this three- to four-month period, a climbing crane would be required to erect the steel frame of the office building structure and to install the steel decking. Once the structural frame is in place, the precast exterior surfaces would be placed onto it.

The third phase, involving installation of the basic building systems and progressively closing in and fitting out the building, would require approximately nine months. This activity could begin as soon as the steel frame is erected.

¹Peter Morris, Cost Estimator, Adamson Associates (project cost engineers), telephone communication, April 5 and 10, 1984.

²Ed Haverlah, Associate, CYGNA (project structural engineers), telephone communication, April 10, 1984.

The number of construction employees on-site would vary, depending on the construction phase. Rarely would there be less than 20 workers, and during peak periods in the fitting out phase, a maximum of 40-50 workers would be on-site. An average of 35 workers would be on-site over the two-year construction period. The cost of the MOB is still being refined, but preliminary estimates indicate approximately \$20 million.

E. PROJECT APPROVALS

Conditional Use Authorization

A Conditional Use authorization pursuant to an advertised public hearing of the City Planning Commission is required to permit medical offices in the RH-3 Zoning District and to allow the project to have length and diagonal dimensions in excess of those presently permitted by the bulk regulations.

Planned Unit Development (PUD) Permit

As proposed, St. Mary's MOB would exceed the site's permitted FAR. The project could be reviewed under Section 304 of the City Planning Code, Planned Unit Development (PUD), which allows the City Planning Commission to modify provisions of the code to the extent specified by the permit. A PUD permit is a type of Conditional Use authorization and, therefore, the same criteria for approval apply. Applications for a Conditional Use authorization and a PUD permit may be combined and heard jointly at a City Planning Commission public hearing.

III. ENVIRONMENTAL SETTING

A. LAND USE AND ZONING

The study area defined for the St. Mary's medical office building (MOB) land use and socio-economic analysis is a 20-block, 65-acre area (excluding public rights-of-way) bounded by Turk Street on the north, Clayton Street on the east, Fell Street on the south, and Willard Street North and Golden Gate Park on the west (see Figure 8).

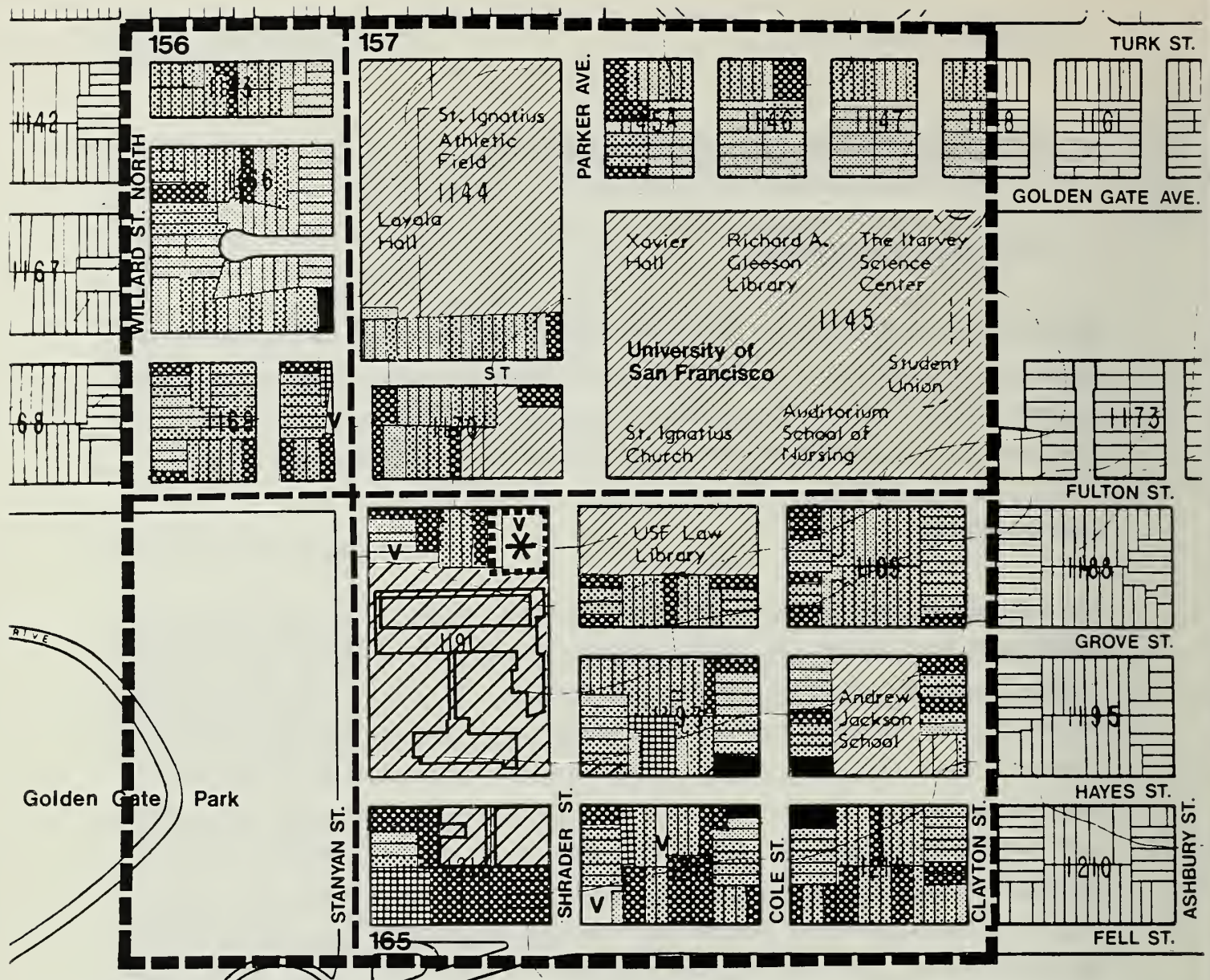
Land Ownership

The majority of land in the study area is privately owned. The area's two major institutional land owners, St. Mary's Hospital and the University of San Francisco (USF), account for about 38% of the land holdings. St. Mary's owns and occupies about 5.6 acres, including the 0.56-acre project site, covering a double City block (Assessor's Block 1191) and portions of another block. The Hospital's parent corporation, Mercy Services Corporation, also owns 12 residential properties in the study area (see Figure 1, page 13). These properties (all of which are within one block of the Hospital along Fulton, Fell, Hayes, Shrader, and Stanyan Streets) were acquired for investment purposes, to provide staff housing, and to maintain residential uses in the neighborhood. USF owns and occupies about 19 acres and portions of two blocks which accommodate the USF Law Library (Kendrick Hall), St. Ignatius Field, and Loyola Hall. Nearby properties owned and maintained by the City include the Andrew Jackson School, between Grove and Hayes Streets, and Golden Gate Park.

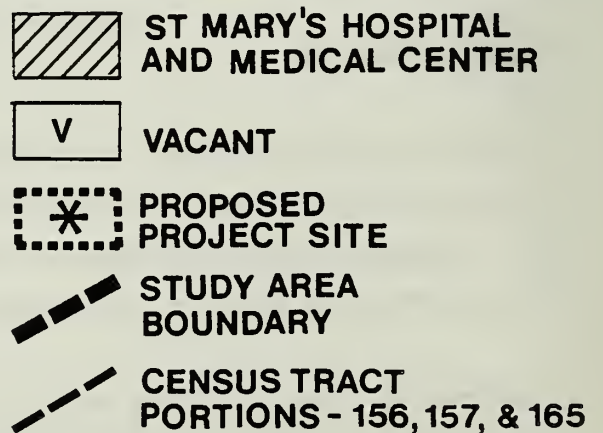
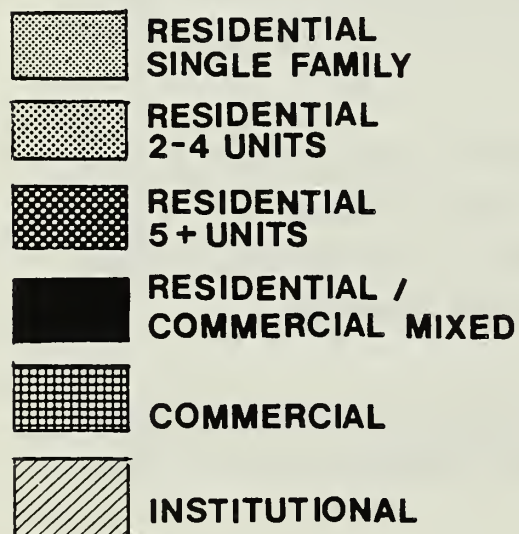
Existing Land Use

The land use pattern within the study area is a mixture of residential, mixed residential/commercial, commercial, institutional, and public uses, as illustrated in Figure 8. Residences and educational and medical institutions are the predominant land uses. With the exception of five vacant lots, the area is fully developed.

Residential. The residential mix of the study area is 33% single-family dwellings, 53% flats (2-4 units), and 14% multifamily apartment buildings (5+ units). These



**FIGURE 8
LAND USE**



SOURCE: SANBORN MAPS, VOLUME 4 SAN FRANCISCO, CA.
REVISED JANUARY 1983, AND SEDWAY COOKE ASSOCIATES, 1983

residential land uses account for approximately 40% of the study area's acreage. Along and south of Fulton Street, where the majority of the apartments are found, net residential densities are 50-55 dwelling units per acre. North of McAllister Street, the residential areas are characterized by single-family residences and flats at a net density of 35-40 dwelling units per acre.

Commercial. Structures containing commercial uses on the ground floor and residential uses above are concentrated at the corners of Hayes and Cole Streets, and at the corners of Stanyan and McAllister Streets. Other commercial structures include a gas station at the corner of Stanyan and Fell Streets, a laundry at the corner of Stanyan and McAllister Streets, and several clinics/medical offices along Hayes Street.

Institutional. Institutional land uses in the study area include educational, religious/ceremonial, medical, and athletic/recreational activities. The institutional character of the study area is largely defined by the land holdings of St. Mary's and USF, which occupy nearly 40% of the area. About 25% of these land holdings is devoted to USF's athletic activities at St. Ignatius Field and represents both a visual and an open space resource in the neighborhood.

Other institutional uses in the study area include the Carmelite Monastery and St. Ignatius Church at the corners of Parker Avenue and Fulton Street, the Andrew Jackson School between Grove and Hayes Streets, and the northeast corner of Golden Gate Park.

Site History¹

St. Mary's first occupied its present site on Hayes Street at the eastern edge of Golden Gate Park in 1911. During the 1920s, St. Mary's expanded its facilities through construction of its North and West Wings and increased its capacity to 371 beds. The next period of construction occurred in the early 1960s when the South

¹ Abstracted from St. Mary's Hospital and Medical Center Institutional Master Plan, August 1982, pp. 11-15, 113-4; Cathy Garzio, Planning Analyst, St. Mary's Hospital, telephone communication, April 19, 1984.

Wing and the McAuley Neuropsychiatric Institute were opened. These new facilities were constructed within the campus boundaries on on-site land banks or through demolition of older structures. Improvements in health care services included establishing a surgical intensive care unit, providing ambulatory care, and creating one of the first medical intensive care units in the City.

In 1967, St. Mary's completed its first Institutional Master Plan (IMP) which proposed an MOB with a patient tower and a parking garage. The patient tower was the result of a merger with the 199-bed Notre Dame Hospital and consolidation of both facilities on the St. Mary's campus. Construction of this facility resulted in the closure of Grove Street and removal of housing built by the Hospital for its residents and interns. The proposed MOB site was purchased from USF in April 1969. Two residential buildings on the site, one of which was used as office space for USF programs, were removed with the intent of constructing the MOB. The proposed MOB site has remained undeveloped but has been planted with a garden and vegetables by McAuley Institute patients.

The current IMP for St. Mary's Hospital and Medical Center, adopted in 1982, proposes the addition of new space to existing facilities over a period of approximately ten years. New construction would occur in four phases within the Hospital's boundaries. The proposed MOB site at the campus' northeast corner is designated for the first phase of construction.

Land Use Plans and Regulations

San Francisco Master Plan. The San Francisco Master Plan establishes the policy framework for the long-term physical development of the City. Policy areas addressed by the Master Plan include land use, transportation, commerce and industry, residences, community facilities, recreation and open space, environmental protection, community safety, and urban design. With respect to land use, the proposed project lies within an area designated by the City-wide Land Use Plan (April 1958) for medium-density residential uses. This plan itself does not mention the possibility of permitting medical office facilities in residential areas, although the zoning for the area, which is intended to implement the Plan, allows these uses as Conditional Uses.

Other key policies directly applicable to the proposed MOB and to the project site are quoted below.

Minimize disruption caused by expansion of institutions into residential areas. The expansion needs of institutions often conflict with efforts to preserve and protect the scale and character of residential neighborhoods. Large educational, religious, and medical institutions attract people from outside a neighborhood, aggravating traffic and parking problems. Institutional buildings also tend to be larger in scale and more intensely used than surrounding residential buildings. In addition, institutional expansion often requires removal of housing and displacement of residents. (Residence Element, Objective 6: Policy 3, page 2.17.)

Limit the provision of long-term parking facilities at institutions and encourage such institutions to regulate existing facilities to assure use by short-term clients and visitors. Although there are some trips to institutions which are appropriately made by automobile, especially for medical appointments and hospital visits, work trips should be made by transit wherever possible. Institutions should take effective measures to reduce the amount of traffic and parking generated by the development and should develop and implement transit action plans accordingly. New parking provided by institutions should be carefully designed to favor short-term or carpool parking for trips which cannot reasonably be made on transit. (Transportation Element, Objective 2: Policy 1, page 51.)

Protect residential neighborhoods from the parking impacts of nearby traffic generators The preferential parking concept may provide relief for residential neighborhoods (with traffic congestion and parking shortages) by instituting a regulatory scheme which would reduce parking congestion in residential neighborhoods caused by long-term non-residential parkers, facilitate residents' access to on-street parking close to their homes, provide for access to convenient parking by visitors of neighborhood residents and allow convenient parking for vehicles being used by people providing essential services to neighborhood residents. (Transportation Element, Objective 3: Policy 3, page 52.)

Promote harmony in the visual relationships and transitions between new and older buildings. New buildings should be made sympathetic to the scale, form and proportion of older development. This can often be done by repeating existing building lines and surface treatment. Where new buildings reach exceptional height and bulk, large surfaces should be articulated and textured to reduce their apparent size and to reflect the pattern of older buildings. (Urban Design Plan, Objective 3: Policy 1, page 36.)

Avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance. Large buildings are most consistent with the visual unity of the city when they are light in color Unusual shapes . . . reduce the visual significance of other features in the city pattern . . . and should therefore be reserved for structures of broad public significance such as those providing community-wide services. (Urban Design Plan, Objective 3: Policy 2, page 36.)

Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction. When buildings reach extreme bulk, by exceeding the prevailing height and horizontal dimensions of existing buildings in the area . . . they can overwhelm other buildings, open spaces and the natural land forms, block views and disrupt the city's character. (Urban Design Plan, Objective 3: Policy 6, page 37.)

These policies provide a basis for evaluating the proposed MOB's relationship to the City's development goals and objectives. This evaluation is discussed in the pertinent sections of Chapter IV.

St. Mary's Hospital and Medical Center Institutional Master Plan. Section 304.5 of the City Planning Code requires institutions, defined as post-secondary educational institutions or medical institutions, to have a current IMP on file with the Department of City Planning. This plan must describe the existing and anticipated future development of that institution. An initial IMP was required to have been filed no later than December 31, 1976, and subsequently, at two-year intervals, each institution must file a report with the Department describing the current status of the

plan. Any substantial revisions to the plan on file must be submitted as soon as such revisions are made.

The initial submittal of IMPs and all their subsequent revisions require public hearings before the City Planning Commission. As provided by Section 304.5, these hearings are for the receipt of public testimony only and do not constitute Commission approval or disapproval of any plan or revision. A stated purpose of this Section is to enable the institution to make modifications to its IMP in response to comments made in public hearings prior to more detailed planning and to any request for authorization to proceed with new development proposed in the plan.

St. Mary's first IMP, adopted by the City Planning Commission in 1974, included plans for a 202,000-square-foot MOB accommodating 144 physician offices with underground parking for 430 automobiles. The MOB was part of a two-phase project which also included a diagnostic and treatment center and a garage for about 180 automobiles. The project also required the removal of 48 housing units.

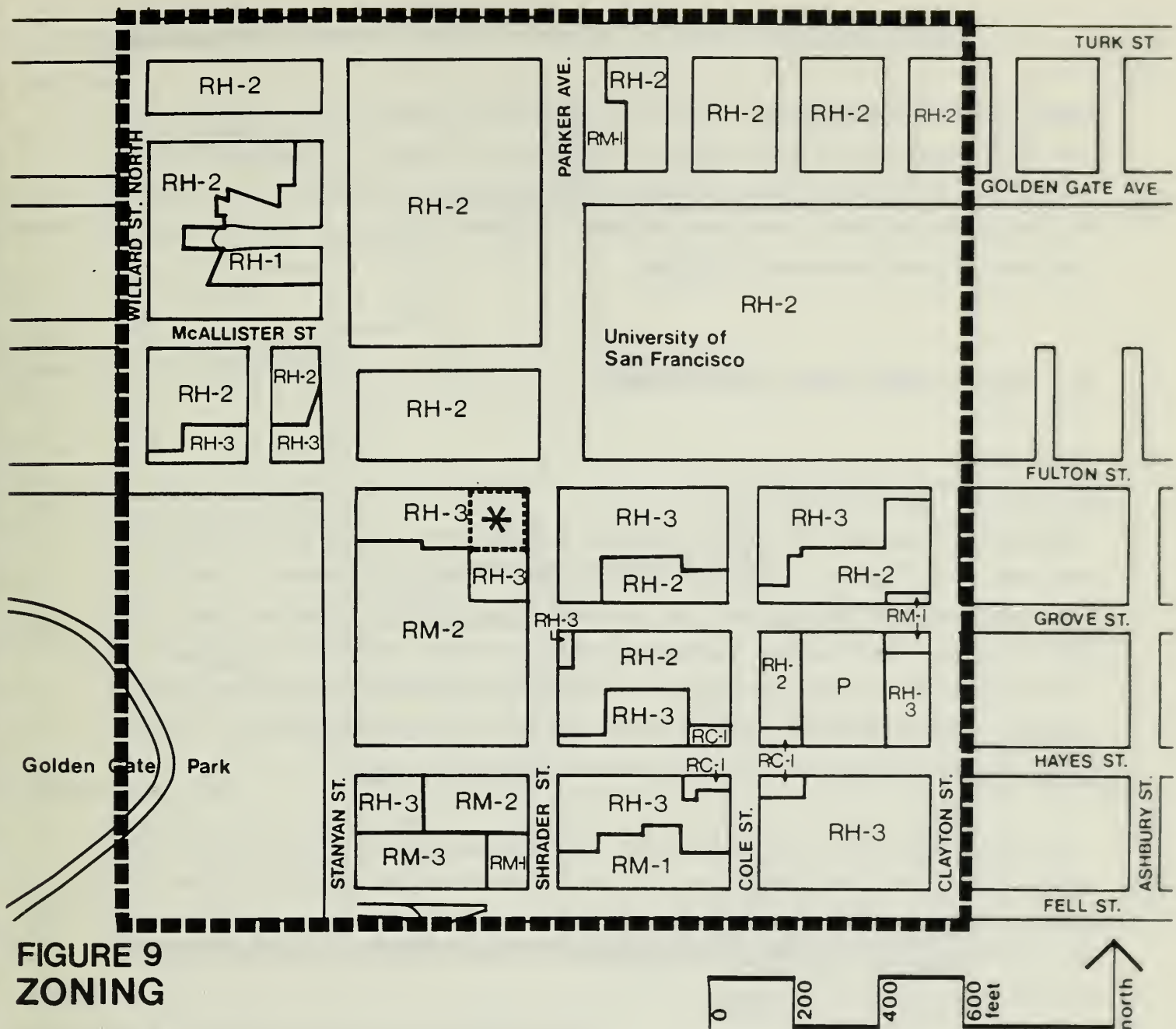
Following legal challenges to the IMP, to the Conditional Use authorization issued for the MOB, and to the Certificate of Need process¹ for construction, St. Mary's indicated it was committed to reevaluating the MOB in the context of a master planning effort encompassing the entire campus. A modified project, designed in consultation with the neighborhood, was proposed in St. Mary's revised IMP (August 1982). This IMP calls for a 100,000-square-foot MOB accommodating approximately 100 physician offices with underground parking for 285 automobiles. The revised project would not require the removal of existing housing. In addition, the IMP identifies later phases of development which would include a new Central Building, occupying the existing Doctor's Lot and center court lot, for diagnostic and treatment services. The Central Building would enclose two levels of parking, three levels of services, and three floors for patient rooms. The IMP also provides for

¹Federal legislation (Public Laws 93-641 and 96-79) requires each state to enact a law calling for the review and regulation of defined capital projects undertaken by health facilities. California's legislation (Chapter 864, 1976 statutes) requires hospitals to file an application and certify the need for certain projects. Changes in the legislation (Section 437.10a of the Health and Safety Code) that became effective January 1, 1984 eliminate the need for MOB's to go through the review process.

remodeling existing campus structures for additional medical offices if necessary. In total, the IMP proposes expansion of the Hospital's various departments from a 1980 estimate of 334,000 assignable square feet to 536,000 assignable square feet, about 125,000 square feet of medical offices, and garage space for 435 automobiles.

Zoning. The proposed MOB site is subject to the regulations of the RH-3 Zoning District, a three-family residential house district, which permits three dwelling units per lot, or with a Conditional Use authorization, one dwelling unit per 1,000 square feet of lot area. A map of the zoning districts in the vicinity is presented in Figure 9. Medical offices and other medical uses may be permitted in an RH-3 District after specific authorization by the City Planning Commission as a Conditional Use, provided these uses are operated by and affiliated with a hospital, medical center, or other medical institution which has an IMP on file with the City Planning Department which has had a public hearing by the Planning Commission. Even after these conditions are satisfied, the Commission must make other findings prior to approving a Conditional Use application. These findings relate to the project's compatibility with the neighborhood, the general welfare of residents and workers in the vicinity, and compliance with both the City Planning Code and the City Master Plan. In addition, Proposition K, the sunlight ordinance, was passed by City voters in June 1984. It requires the Planning Commission to determine whether a project would cause extensive shadow impacts on any property under the jurisdiction of or designated for acquisition by the City Recreation and Park Department.

Non-residential structures in the RH-3 District are subject to a basic FAR of 1.8 to 1. This ratio permits all of the buildings on a lot to have a total floor area of 1.8 square feet per square foot of lot area. Because the proposed site is a corner lot, it is eligible for a 25% premium in floor area. For the MOB site, the allowable floor area is 54,900 gross square feet. In addition, the property is subject to a front setback requirement of at least one-half the front setback of the adjacent building (Section 132 (d) of the City Planning Code), and to a rear yard requirement for alignment of the rear wall with the rear building wall of the adjacent building, provided this amounts to at least 25% of the total lot depth, or 15 feet, whichever is greater (Section 134 (c)).



SOURCE: ZONING MAP OF THE CITY AND COUNTY OF SAN FRANCISCO, SAN FRANCISCO MUNICIPAL CODE, PART II, CHAPTER II, SECTION 209, SHEETS 3 & 6.

Height and Bulk Regulations. The proposed MOB site is subject to the regulations of the 80-D Height and Bulk District, as illustrated in Figure 10. Buildings in this district are limited to a maximum height of 80 feet, and for building segments over 40 feet in height, bulk limitations stipulate a maximum length of 110 feet and a maximum diagonal dimension of 140 feet.

B. URBAN DESIGN AND VISUAL QUALITY

Urban Design

Residential Character. The type, style, age, and physical condition of the housing in the area (see Figure 1, page 13) define three residential subareas. The first residential subarea encompasses the southern slope of Lone Mountain, south of Fulton to Fell Street between Stanyan and Clayton Streets. The variety and quality of the architectural style and character offer pedestrians visually interesting street facades. Maintenance of many buildings has been neglected; however, a visual survey of the area does show a trend toward renovation.

The second residential subarea includes the "saddle" of Lone Mountain, between Golden Gate Avenue and Turk Street. This well-maintained, single-family residential area consists primarily of two- and three-story structures with minimal setbacks and limited landscaping. Apartment buildings up to four stories high are found along Golden Gate and Parker Avenues.

The third subarea lies along the western slope of Lone Mountain, north of Fulton Street and west of Parker Avenue. This area is evenly divided between apartment buildings and single-family dwellings. One-half of the apartment buildings in this subarea front on Fulton Street. The area is moderately well-maintained with some sign of renovation. McAllister Street between Stanyan Street and Parker Avenue is distinguished by a row of two-story Victorian homes with landscaped front yards.

Institutional Character. The character of the project vicinity also is defined by its institutional land uses. The main campus of USF is located on the north side of Fulton Street, on the saddle of Lone Mountain. Visually, the campus is above Fulton

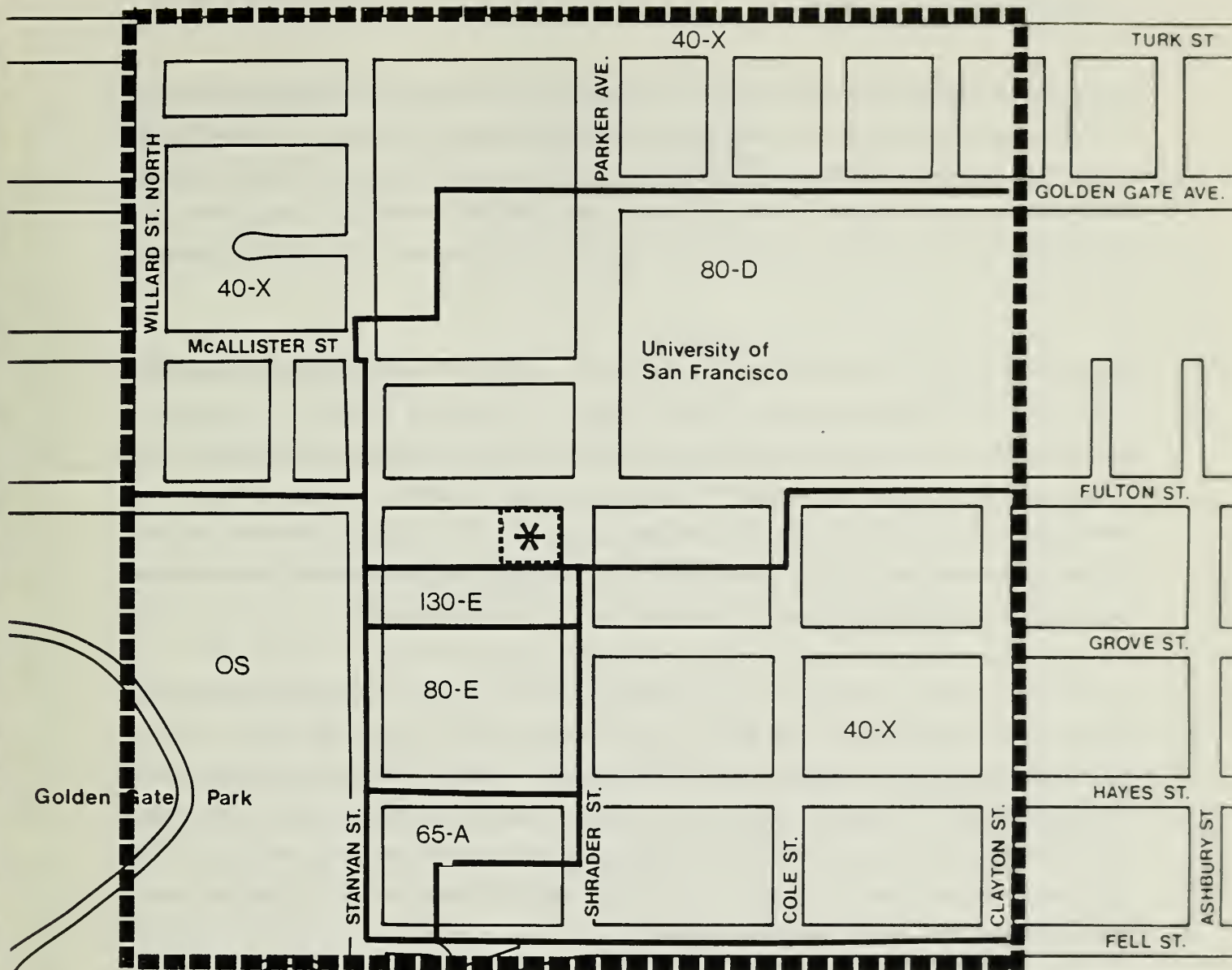


FIGURE 10
HEIGHT AND BULK DISTRICTS

- OS OPEN SPACE DISTRICT
- 40-X NUMBERS ARE HEIGHT LIMITS IN FEET
LETTERS REFER TO BULK LIMITS
IN CITY PLANNING CODE SEC. 270
- * PROPOSED
PROJECT SITE
- STUDY AREA
BOUNDARY

SOURCE: ZONING MAP OF THE CITY AND COUNTY OF SAN FRANCISCO, SAN FRANCISCO MUNICIPAL CODE, PART II, CHAPTER II, ARTICLE 2.5, SHEETS 3H & 6H.

Street and screened from the street by a wall. Its buildings are oriented inward to the USF campus mall, thus reinforcing its spatial segregation from the surrounding residential areas. Additional USF buildings and campus facilities are located west of the main campus across Parker Avenue. St. Ignatius Athletic Field, which is surrounded by shrubbery, provides the adjacent neighborhood with an open space resource.

The project site is at the crest of Fulton Street where USF and St. Mary's meet. At the corner of Fulton Street and Parker Avenue, St. Ignatius Church is a dominant visual element with spires rising 212 feet. Directly west across Parker Avenue from St. Ignatius Church is the Carmelite Monastery. The monastery's facade of approximately 30 feet, and its 60- to 70-foot shallow dome with cupola, contribute to the skyline and serve as a focal point. The USF Law Library occupies the southeast corner of the intersection and is notable for its cylindrical facade.

St. Mary's campus is located on the southern slope of Lone Mountain. The North Tower of the Hospital, 40 feet south of the project site, is about 130 feet in height and roughly 380 feet in length. Because of the North Tower's height and length, it is a prominent visual feature, especially when viewed from south of the study area. The McAuley Institute and the South Wing, south of the project site, are also taller than the two- and three-story structures along Shrader Street but do not project over the surroundings as does the 11-story North Tower.

Visual Quality

The visual quality and character of the study area is defined by the topography of Lone Mountain and by the spatial arrangement of institutional land holdings which separate and define the residential areas. The site affords distant views across Golden Gate Park's Panhandle of Twin Peaks and Buena Vista Park to the south and east, and of Golden Gate Park's northern boundary to the west. Ground-level views to the north and east from the site are screened by existing development.

The proposed MOB site can be seen, at a distance, looking north from Twin Peaks or along the Shrader Street corridor south of the Panhandle. The project site also can

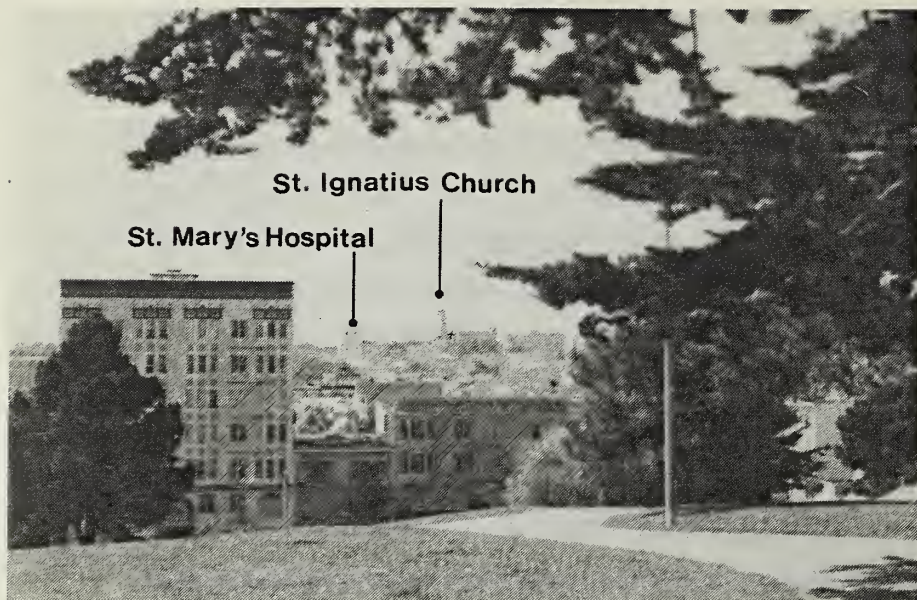
be seen from portions of the Inner Richmond District to the north and west, from Buena Vista Park and Parnassus Heights to the south and east, and from Alamo Square and Alta Plaza to the east and north. Figure 11 presents distant views of the site, and Figure 12 shows near views of the site and the visual character of the surrounding structures.

C. WIND AND SHADOW

Winds in San Francisco generally are from a westerly direction and are persistent from May to August. During the rainy season (October to April), however, the strongest winds blow from the south, as well as from the west and northwest. Golden Gate Park and the existing buildings west of the proposed MOB site offer only partial protection from wind. The project area is lowrise in nature and slopes toward the south, two factors that maximize exposure to sunlight and minimize street-level shading by buildings.

Shadows cast by structures around the proposed site were determined based on the heights of the structures and the sun's position at 10:00 a.m., noon, and 3:00 p.m. on March 21, June 21, September 21, and December 21. In the summer, with the sun at its highest point above the horizon, shadows are short and shade effects are minimal. The areas in shade generally are limited to the sidewalks adjacent to the structures creating the shadows, although the North Tower of St. Mary's casts afternoon shadows across Shrader Street. In the spring and autumn, the shadows are longer. Morning shadows from the North Tower extend westward nearly to Golden Gate Park, and from St. Ignatius and the Carmelite Monastery onto nearby residences to the west. As the day progresses, the shadows shift eastward and Parker and Shrader Streets are in shade. The longest shadows are cast in winter, when sun angles are lowest in the Northern Hemisphere. Residences along Fulton, Parker, and Shrader Streets are in shade mornings and afternoons. Diagrams illustrating the shadows at these times are found in Appendix C.

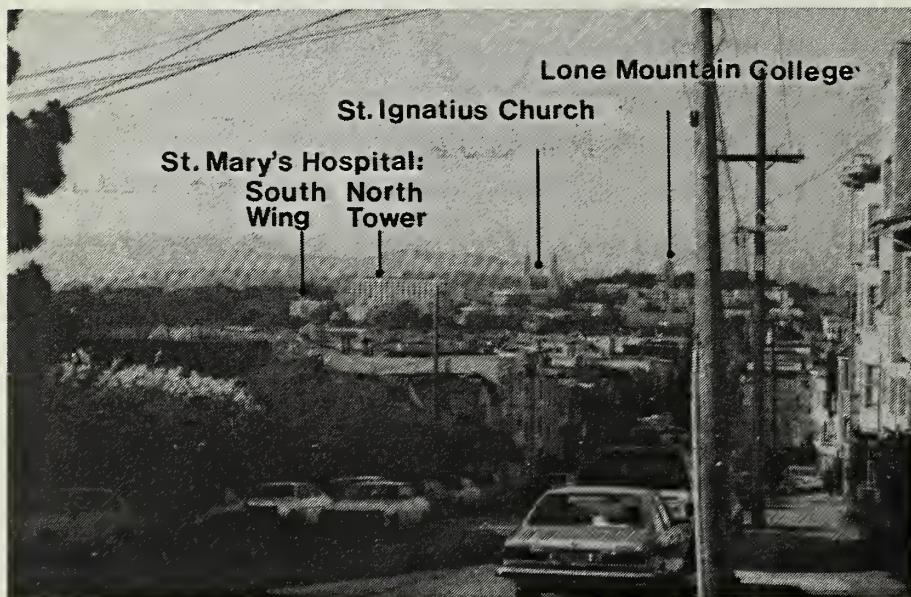
A 12-unit apartment building at 2237 Fulton Street is located next to the proposed project site. Along the eastern side of the building, there are 28 windows facing the proposed MOB site. Of these, 20 are located in a light well, recessed six feet from



View to the southwest from Alta Plaza



View to the northwest from Buena Vista Park



View to the north from Ashbury/Clayton

FIGURE 11 DISTANT VIEWS OF THE PROJECT SITE



a



b



c

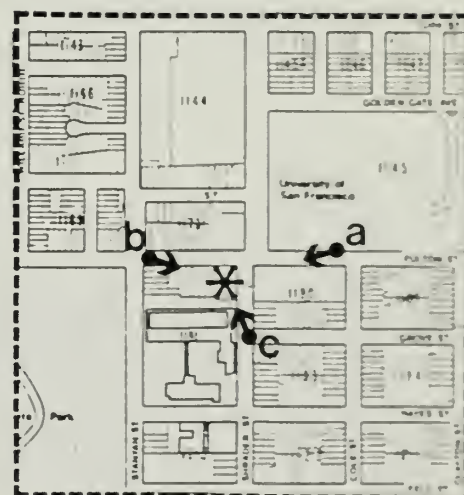
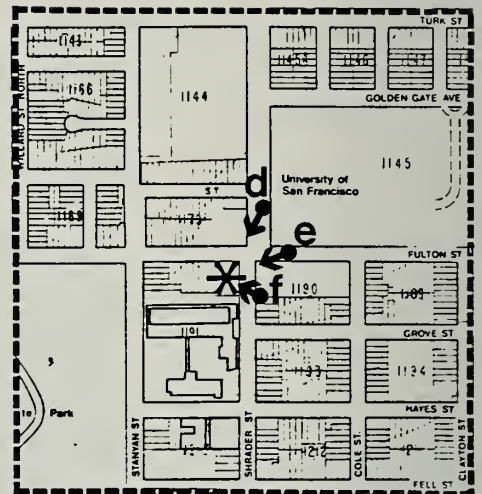


FIGURE 12 CLOSE-UP VIEWS OF THE PROJECT SITE



d



e



f

the building's side wall and the property line; the other eight are located on the building's side wall. Of the windows in the light well, two light the central stairway, and 18 light bathrooms, kitchens, or closets, according to the building's property manager. Of the eight windows on the building's side wall, six light bathrooms, kitchens, or closets. Some of the closets, which measure approximately five feet by eight feet, are used as bedrooms. Each of the remaining two side wall windows partially light living rooms; the main windows to these rooms face Fulton Street.

D. TRANSPORTATION

Street Systems

The primary east-west streets serving the Hospital are the major thoroughfares¹ of Fulton, Fell, Oak, and Turk Streets. North-south access is provided primarily by the secondary thoroughfare² of Stanyan Street and the major thoroughfare of Masonic Avenue.

Fulton and Turk Streets are four-lane arterial streets with parking permitted along both. Fulton Street has a "no left turn" restriction in effect from 4:00-6:00 p.m. in both directions at its intersection with Stanyan Street. Stanyan Street is a north-south arterial street without turn restrictions, although the Board of Supervisors is considering prohibiting left turns for southbound traffic at all times. During off-peak hours, it operates with two lanes. Northbound, during the peak hours of 7:00-9:00 a.m. and 4:00-6:00 p.m., three lanes are available approaching Fulton Street through the use of a tow-away lane. One lane exclusively serves left turns while the other two serve through traffic. Southbound, there is a tow-away lane along the west side of Stanyan south of Fulton Street effective between 4:00 and 6:00 p.m., thereby creating a second southbound travel lane. To the south, Stanyan Street

¹Major thoroughfares are main streets that link districts within the City and distribute traffic from and to freeways.

²Secondary thoroughfares are streets that serve as collectors for the major thoroughfares.

provides access to Oak and Fell Streets which are one-way, east-west major thoroughfares. Masonic Avenue, four blocks east of the site, is a four-lane, two-way arterial street with a third travel lane northbound from 7:00 to 9:00 a.m., and southbound from 4:00 to 6:00 p.m. US Highway 101 on-ramps at Oak and Laguna Streets provide access to the US 101, I-280, and I-80 freeways; US 101 off-ramps are provided at Fell and Laguna Streets. Hayes and Shrader Streets are two-lane residential streets with parking on both sides.

Traffic

Traffic volume counts were taken by DKS Associates at the intersections of Stanyan/Fulton, Stanyan/Hayes, Hayes/Shrader, Fulton/Shrader, and Stanyan/Kennedy. The most heavily traveled streets include Stanyan between Fulton and Hayes with a 24-hour volume of 20,800, Fulton between Stanyan and Shrader (10,200), and Oak between Stanyan and Shrader (18,900).¹ The p.m. peak hours were observed to occur between 4:15 and 6:00 p.m. The intersections of Stanyan/Fulton and Stanyan/Kennedy operate at levels-of-service "D" and "F"² (or at capacity), respectively, during evening peak hours. The other intersections operate well below capacity.

Transit

St. Mary's is served directly by MUNI Route No. 5, the "Fulton" trolley coach line that runs past the project site on Fulton Street every four minutes during commute hours. It stops at the intersections of Stanyan/Fulton and Fulton/Shrader. Route No. 21 also serves the Hospital and runs on Stanyan and Hayes Streets every eight minutes during commute hours with stops at the intersections of Stanyan/Fulton,

¹See DKS Associates, St. Mary's Hospital Master Plan Preliminary Traffic Impact Study, August 1982, p. 172; and City and County of San Francisco Department of Traffic Engineering, Twenty-Four Hour Traffic Flow Map, 1979-1982. These documents indicate that 24-hour traffic volumes have changed little over the past ten years.

²Level-of-service "D" describes a condition of substantial delays and queues of vehicles on approaches to the intersection; level-of-service "F" describes jammed conditions where back-ups from locations downstream or on cross streets restrict or prevent movement of vehicles.

Stanyan/Hayes, and Shrader/Hayes. The p.m. peak hour load factor¹ for Route No. 5 is 1.12; for Route No. 21, it is 1.04.² Direct transit service to St. Mary's is concentrated along east-west streets in the northern portion of San Francisco, and no direct service is provided to the southern one-half of the City (see Figure 13).

Haight Street, six blocks south of the project site, is served by five MUNI bus routes: the 7-Haight, the 33-Ashbury, the 37-Corbett, the 43-Masonic, and the 71-Noriega. Both Route Nos. 7 and 71 serve downtown San Francisco; Route No. 33 serves the Mission District; Route No. 37 serves Twin Peaks/Diamond Heights; and Route No. 43 connects northern San Francisco (the Marina) to southern San Francisco (Balboa Park).

Other major public transit services include Marin County's Golden Gate Transit, which connects with MUNI at Lombard and Fillmore Streets; Alameda/Contra Costa Counties' AC Transit, which terminates at the TransBay Terminal at First and Mission Streets; San Mateo County's SamTrans, which follows Mission Street in the South of Market area; and BART. In addition, St. Mary's, in conjunction with other hospitals and universities, funds the operation of two private transit services. The "Skyliner" follows two routes, each running one bus during the morning and evening commute hours, from northern San Mateo County terminating in San Francisco at St. Francis Hospital. Both routes stop at St. Mary's and at other medical facilities en route. St. Mary's accounts for approximately 20-30 trips per day, or 10-15% of total daily ridership. The "Fogcutter" is sponsored by St. Mary's, Children's, and Marshall Hale Hospitals. It operates two buses per day between MUNI Route No. 47 at 16th and Bryant Streets and the hospitals. St. Mary's accounts for approximately 40 trips per day during the summer and about 80 trips per day during the winter. Both services operate during the weekday peak hours and serve employees of these hospitals.

¹ MUNI considers effective capacity to be 1.25 (or 125%) of seated capacity for trolley coaches and 1.4 (or 140%) for diesel lines.

² San Francisco Department of City Planning, Guidelines for Environmental Review: Transportation Impacts, September 1983, p. 23.

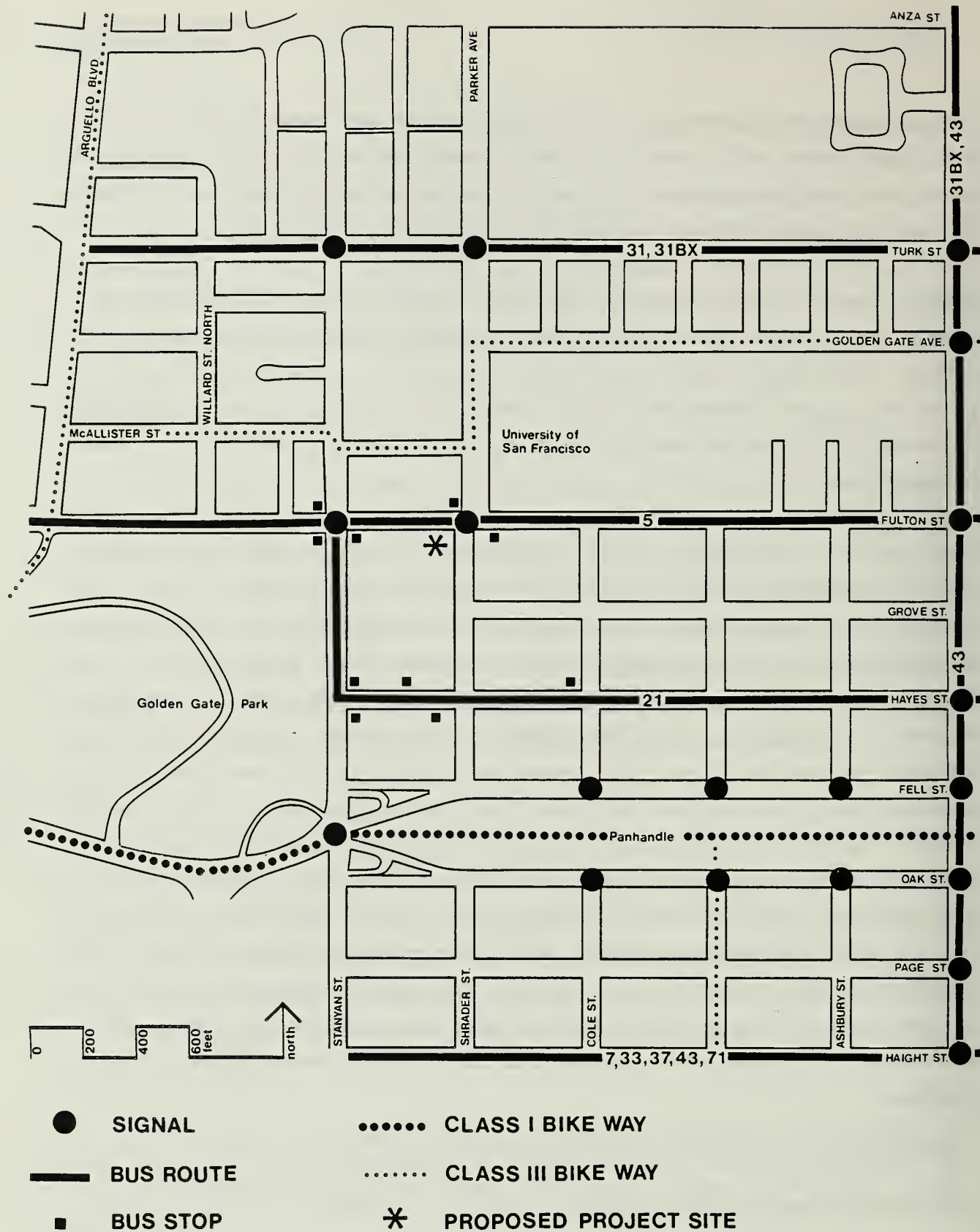


FIGURE 13
TRAFFIC SYSTEMS

SOURCE: DKS ASSOCIATES

Parking

On-Site Parking. St. Mary's provides on-site surface and garage parking at various locations for 301 vehicles and typically is full during peak afternoon periods. Surface parking for patients and visitors exists along Hospital Drive outside the lobby area (25 spaces), on the McAuley ramp (8 spaces), and in the emergency room access way (8 spaces). The lobby-area parking is limited to short-term, 15-minute usage. Administrators and some doctors have reserved parking in the East Lot (40 spaces). Doctors also have parking in the 79-space West Lot. The Clinic Garage at Hayes and Shrader Streets provides 134 unreserved parking spaces for employees and the public, and seven reserved spaces for Hospital use. A summary of available reserved and unreserved parking in each lot is presented in Table 2.

TABLE 2: ON-SITE PARKING

<u>Facility</u>	<u>Spaces</u>	<u>Distribution of Spaces</u>
Garage	141	Public & Employees - 134* Admin./Hospital Employees - 6 Service Vehicles - 1
West Lot	79	Doctors - 78 Handicapped - 1
East Lot	40	Admin./Hospital Employees - 7 Doctors - 17 Service Vehicles - 13 Handicapped - 3
Front Lobby	25	Patients/Visitors - 25
McAuley Ramp	8	Patients/Visitors - 8
Emergency Access	<u>8</u>	Patients/Visitors - 8
Total	301	

Source: St. Mary's Hospital and Medical Center Institutional Master Plan, August 1982, p. 101.

*Unreserved spaces; all other spaces are reserved.

Curb Parking. A survey of the study area was conducted on Tuesday, October 18, 1983 between 9:30 a.m. and 11:00 a.m. by DKS Associates to determine existing curb parking supply and usage. Figure 14 illustrates the curb parking study area boundary, the streets surveyed, and the curb parking space occupancy.

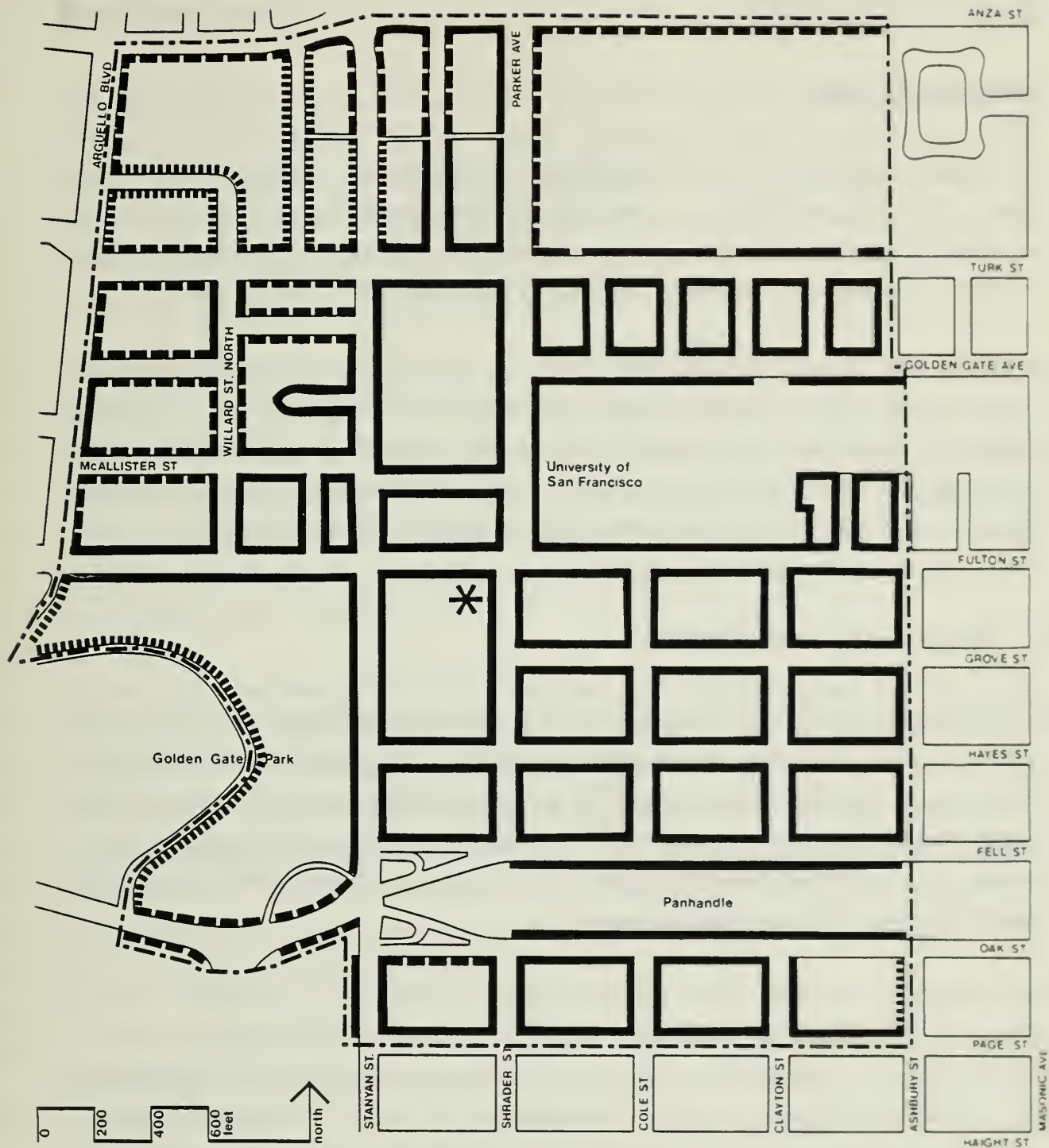
Curb parking spaces in the study area numbered 2,400; 91% were occupied. The occupancy percentage approaches 100% within two blocks of the project area. Surveys in 1979 and 1980 indicated that approximately 70% of the employees who drive to work park on-street.¹ Parking adjacent to St. Mary's generally is unrestricted (has no time limit) and due to the proximity of USF, which also generates a high parking demand, on-street parking is scarce.

On the streets bordering St. Mary's, parking is prohibited one day per week, along one side of the street at a time, to permit street cleaning. Parking spaces fill rapidly after street cleaning.

There is no preferential parking in the study area. Although blank petition forms have been sent by the City Department of Public Works to some residents in the area, none have been returned. If the required 250 signatures were received and verified, the Traffic Engineering Division of the Department of Public Works would initiate a series of studies to identify parking supply and demand. The application accompanying such petitions typically designates a preliminary boundary for a preferential parking program. Proposals for new preferential parking programs require approval by the Board of Supervisors and signature by the Mayor. The length of this process varies depending on the size of the study area, any local controversy which may be generated by a proposal, and the availability of staff to study the proposal and implement the program--a rough estimate is one year.²

¹Ira Fink and Associates, St. Mary's Hospital and Medical Center Transportation Systems Management Plan Evaluation Study, December 1980.

²Tze-Ten Yang, Assistant Traffic Engineer, Traffic Engineering Division, Department of Public Works, telephone communication, July 25, 1984.



PERCENT OF OCCUPIED
CURB PARKING SPACES

- 91-100
- - - 80-90
- below 80

--- PARKING STUDY AREA
BOUNDARY

* PROPOSED PROJECT
SITE

FIGURE 14
CURB PARKING

SOURCE: DKS ASSOCIATES

Pedestrians/Bicycles

No unusual pedestrian safety or congestion problems were observed in the study area.¹ Existing sidewalks are adequate for the observed pedestrian flows. A mid-block crosswalk is located on Hayes Street between Stanyan and Shrader. This crosswalk links the main building to St. Mary's Hall, the Clinic, and the garage.

Bikeways pass through the area (see Figure 13, page 44). A Class I bikeway (off-road, separate path) is located south of St. Mary's in the Panhandle. A Class III bikeway (route signs only) runs north of St. Mary's near USF on Golden Gate Avenue and McAllister Street; and another follows Clayton Street south of the Panhandle. There are no Class II bikeways (striped lanes and signs) in the study area.

E. AIR QUALITY AND CLIMATE

San Francisco's climate is dominated by the sea breezes characteristic to marine climates. Because of this steady stream of marine air, there are few extremes of hot and cold. Temperatures exceed 90°F on an average of only once a year and drop below freezing even less frequently. The warmest month is September, with an average daily maximum temperature of 69° F. Winds generally are from a westerly direction and persist from May to August.

San Francisco's summer winds and its location upwind of major pollution sources provide the City relatively clean air compared to elsewhere in the Bay Area. Nevertheless, there are periods, most often in fall and winter, when low winds and temperature inversions do cause atmospheric stagnation. At such times, pollutant concentrations, especially carbon monoxide (CO) near heavily traveled streets, are high. On particularly sunny days in summer and early fall, the Bay Area experiences high concentrations of ozone, a pollutant formed in the atmosphere over a period of several hours. Under such conditions, pollutants emitted in San Francisco may increase the ozone concentrations downwind, but not in San Francisco itself.

¹DKS Associates, Curb Parking Survey, October 18, 1983.

The Bay Area Air Quality Management District (BAAQMD) operates monitoring stations in San Francisco. Its permanent monitoring station is located in southeastern San Francisco at 900 Twenty-Third Street. The District also performs special studies of local areas with the potential for violations of the CO air quality standard. These special studies have been performed primarily downtown and are not relevant to the proposed MOB because CO emissions are very localized.

A generally improving trend in air quality has occurred in the area over the past decade. In 1982, the most recent full year of monitoring at the Twenty-Third Street site, no violations of air quality standards were noted in San Francisco. Although several factors contribute to this trend, a key one is the effect of ongoing state and federal regulations controlling emissions from motor vehicles. Based upon existing regulations, further improvement is expected. If these regulations were altered, the rate of improvement would be changed.

Neither state nor federal air quality standards are met throughout the Bay Area. Thus, it has been designated by the U.S. Environmental Protection Agency (EPA) as a "non-attainment" area for CO, ozone, and total suspended particulates. The Association of Bay Area Governments (ABAG) and other government agencies prepared the 1979 Bay Area Air Quality Plan, updated by the 1982 Bay Area Air Quality Plan, which is the Air Quality Maintenance Plan for the Bay Area and includes measures to reduce emissions by 1987, from both stationary sources and motor vehicles, to levels which do attain air quality standards.

F. NOISE

Noise-sensitive land uses in proximity to the proposed project site include the USF Law Library, the Carmelite Monastery, residential development west of the site, residential development along Shrader Street southeast of the site, and patient rooms in St. Mary's North Tower which overlook the project site.

To establish existing noise levels in the area, noise measurements were made along Shrader and Fulton Streets at the sites shown in Figure 15. Because the USF Law Library and Carmelite Monastery chapel have unique requirements for quiet, noise

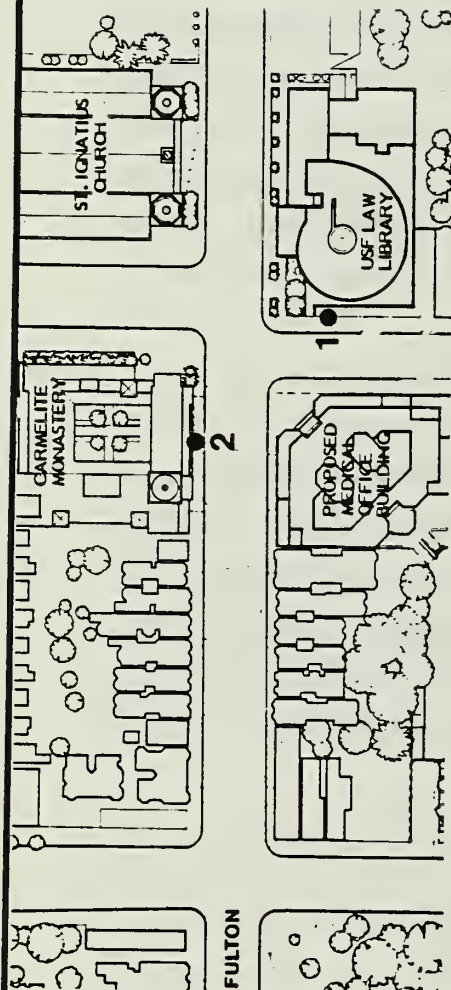


FIGURE 15 LOCATIONS OF NOISE MEASUREMENTS

TABLE 3: NOISE MEASUREMENT SURVEY

Site	Location	Day and Time of Measurement	L ₁ [*]	L ₁₀	L ₅₀ (in dBA)	L ₉₀	L _{eq} ^{**}	Comments ¹
1	Shroder St. outside Kendrick Law Library; 7' from facade, 73' from property line of construction.	Thurs. 9/15/83 2:30 - 2:45 pm	71	66	62	60	63	Traffic on Shroder 68 to 77 dBA
1o	Second floor of Kendrick Hall Law Library; In work carrel adjacent to window facing Shroder (windows closed)	Thurs. 9/15/83 2:30 - 2:45 pm	55	50	46	44	48	Traffic on Shroder 48 to 58 dBA
2	Outside of the Carmelite Monastery on Fulton Street; 33' from center divider of Fulton	Thurs. 9/15/83 3:12 - 3:27 pm	79	72	68	60	70	Trucks on Fulton 76 - 85 dBA Buses on Fulton 72 - 77 dBA Autos on Fulton 65 - 75 dBA
2o	Inside Chapel of Monastery 10' from wall	Thurs. 9/15/83 3:23 - 3:27 pm	54	46	40	36	44	Trucks on Fulton 50 - 57 dBA Buses on Fulton 40 - 48 dBA Autos on Fulton 38 - 48 dBA Windows are operable but are kept closed; interior surfaces are very hard.

Source: Charles M. Solter Associates

* The sound level in dBA that was equaled or exceeded 1% of the time; L₁₀, L₅₀, L₉₀ are the levels equaled or exceeded 10, 50, and 90 percent of the time, respectively.

** L_{eq} is the equivalent steady-state sound level that, in a stated period of time, would contain the same acoustic energy as the time-varying sound level during the same time period.

¹ Sound levels are usually measured and expressed in decibels (dB), with 0 dB roughly corresponding to the threshold of hearing. The A-level in decibels is expressed as dBA; the appended A denotes that the A-weighted sound curve has been used to measure a sound level. This sound weighting curve is used to reflect the fact that human hearing is less sensitive to low and extremely high frequencies than in the frequency mid-range. A discussion of the fundamentals of noise measurement and environmental acoustics is contained in Appendix F.

measurements were made outside and inside the Law Library at Site 1. Measurements also were made outside and inside the chapel of the Carmelite Monastery on Fulton Street at Site 2. These measurements are listed in Table 3. Readers unfamiliar with the terminology and fundamental concepts of environmental acoustics are referred to Appendix F.

The noise measurements indicated that the major noise source is traffic on Fulton and Shrader Streets. Law Library noise is generated one-half internally (by shuffling paper, footsteps, voices, etc.) and one-half externally (by traffic noise). Library windows are operable, but the building is air-conditioned and the windows generally are kept closed to muffle traffic noise. The noise level inside the chapel is due almost entirely to traffic on Fulton Street. The outdoor noise measurements at Site 1 reflect noise levels along Shrader Street because homes on Shrader have approximately the same setbacks from Shrader Street as does the Law Library.

The noise exposure of the homes adjacent to the project site varies with their distance from Fulton Street. Noise levels at the fronts of these buildings would be the same as those measured at Site 2, while the equivalent noise level at the rear of the home closest to the project site would be 10 decibels (dBA) lower or approximately 60 dBA, during the day. Equivalent noise levels exist outside patient rooms in St. Mary's North Tower.

G. POPULATION, HOUSING, AND ECONOMIC FACTORS

The study area boundaries for the demographic analysis include portions of Census Tracts 156, 157, and 165 (see Figure 8, page 26). Population characteristics, and housing and household patterns are drawn from the 1980 Census.¹

The study area is diverse ethnically and parallels closely the City's ethnic population distribution (see Table 4). The 1980 Census reports that of the study area's 3,005

¹U.S. Dept. of Commerce, 1980 Census of Population and Housing - San Francisco, Oakland SMSA, July 1983; Detailed Housing Characteristics, California, July 1983.

TABLE 4: 1980 POPULATION CHARACTERISTICS, STUDY AREA AND CITYWIDE

<u>Racial/Ethnic</u>	<u>Population of Study Area</u>	<u>Percent of Study Area Population</u>	<u>Percent of Citywide Population</u>	
White	2,155	72%	58%	
Black	338	11	13	
Asian/Pacific Islander	512	17	22	
Other	<u>n.r.</u>	<u>n.r.</u>	<u>7</u>	
Total Population	3,005	100%	100%	
Hispanic Origin*	230	8%	12%	
<u>Age Group</u>				
% under 15	n.r.	n.r.	14	
% under 18	333	11	n.r.	
% 65 and over	458	15	15	
<hr/>				
	<u>Study Area</u>			
<u>Median Income</u>	<u>Census Tract 156</u>	<u>Census Tract 157</u>	<u>Census Tract 165</u>	<u>Citywide</u>
All Households	\$16,890	\$15,998	\$12,547	\$15,867
Owner-Occupied	20,313	23,950	\$19,567	n.r.
Renter	15,746	13,771	11,707	n.r.

Source: U.S. Department of Commerce, 1980 Census of Population and Housing, San Francisco - Oakland, California SMSA, July 1983; San Francisco Department of City Planning, Residence Element of the Master Plan, April 1983, p. 1.2.

n.r. = not reported. Census data did not report "Other" racial groups at the block level or population under 15 years. Rather, the block level census data reports population under 18 years, and this information is presented in the table. The reverse applies to information in the City's Residence Element: data are reported for population under 15 years rather than for population under 18 years. Income information in the City's Residence Element is not reported by type of households.

*Those of "Hispanic Origin" are included in the total population figure. In the 1980 Census, people were classified as either White, Black, Asian/Pacific Islander, or Other. However, a separate question was included to allow individuals to indicate if they were also of Hispanic Origin.

residents, about 72% were white and 28% were Asian or black. The age structure of the study area's population also is similar to the City's as a whole, with 11% of the study area population under 18 years old and 15% over the age of 65. According to the Census, the average household size was 1.8, and median household incomes for the census tracts comprising the study area ranged from \$12,547 to \$16,890, compared to the Citywide median of \$15,867.

The housing stock is composed of 33% single-family houses, 52% flats (2-4 units per structure), and 15% multifamily apartments (5 or more units per structure).¹ Nearly 60% of the housing units were built before 1940, and less than 5% since 1970. The net change in the number of housing units between 1977 and 1981 (the most recent years for which housing inventory data are available) provides an indication of the stability of the area's housing supply. Over that period, a net total of 21 structures, including 89 housing units, were added to Census Tracts 156, 157, and 165.²

In 1980, about 75% of the study area's units were rentals and 25% were owner-occupied. The 1980 vacancy rate was about 4.7% for rentals and 0.6% for non-rentals. The rental vacancy rate is high (relative to the Citywide rental vacancy rate of 4.1%), partly because the Census information does not identify the number of vacant units which represent condominium conversions awaiting sale. The median contract rent for the three census tracts was \$287 (compared to a Citywide figure of \$285).

The major employers in the area are St. Mary's and USF, which together account for virtually all of the study area's work force. St. Mary's is the largest employer with approximately 1,900 workers.³ USF employs about 1,180 on its campus, on the Lone Mountain campus, and in various programs off-campus. Of those, an estimated 950

¹San Francisco Sanborn Maps, Vol. 4, San Francisco, California, rev. January 1983.

²San Francisco Department of City Planning, Housing Information Series - Changes in the San Francisco Housing Inventory, 1977, 1978, 1979, 1980, and 1981-1982.

³Cathy Garzio, Planning Analyst, St. Mary's Hospital and Medical Center, telephone communication, April 19, 1984.

employees actually are at the campus facilities in the study area.¹ In addition, the Andrew Jackson School on Hayes Street between Cole and Clayton Streets employs about 35 individuals within its school and offices.²

The assessed land value for Lots 29A and 36 of Assessor's Block 1191, the proposed site of the MOB, is \$154,800. St. Mary's currently receives a Church and Welfare Tax Exemption and thus pays no property taxes on the land. Therefore, the City receives no municipal revenues from the project site.

¹Clint Lyle, Specialist, Human Resources, Personnel Department, USF, telephone communication, April 19, 1984.

²Connie Benz, School Coordinator, Andrew Jackson School, telephone communication, April 19, 1984.

IV. ENVIRONMENTAL IMPACTS

A. IMPACTS DETERMINED TO BE INSIGNIFICANT

An initial study was prepared for the St. Mary's MOB and signed by the Department of City Planning on December 22, 1983. It is included in this report as Appendix A and identifies the potential effects of the MOB and their level of significance. All potentially significant or controversial issues are discussed in this EIR although some of these topics are not required by the California Environmental Quality Act (CEQA). Environmental effects determined to be insignificant and requiring no further analysis in this EIR are identified below.

Glare. Glazing would be tinted, and no glare would be generated by the proposed building. Measures to ensure glare and obtrusive lights will not affect other properties are incorporated in the project and described in Chapter V, Mitigation Measures, beginning at page 101.

Displacement. The proposed site currently is vacant and the project would not displace people, houses, or businesses.

Noise. Based on land use/noise compatibility guidelines contained in the Transportation Noise section of the Environmental Protection Element of the City's Comprehensive Plan, the proposed MOB would not be affected adversely by the ambient noise levels. Measures to ensure that occupants of the MOB will not be affected adversely are incorporated in the project and are described in Chapter V, Mitigation Measures, at page 106. The noise effects during construction and operation of the MOB are discussed in this chapter, beginning at page 87.

Public Services and Utilities. The increased demand for public services and utilities attributable to the project would not require additional personnel or equipment, and could be accommodated by existing services.

Biology. The project would not displace a rare or endangered species of animal or plant or a species habitat, or result in the removal of any mature or scenic trees.

Geology/Topography. The project would not expose people or structures to major geologic hazards or result in a substantial change to topographic and geologic features.

Water. The proposed project would not degrade or deplete ground water resources or cause flooding, erosion, or siltation.

Energy/Natural Resources. The project would not promote excessive energy use or affect the potential use, extraction, conservation, or depletion of any natural resource.

Hazards. The project would not increase the risk of explosion or the release of hazardous substances, create or expose people to a potential health hazard, or interfere with any emergency response plan. To minimize hazards to building occupants during an earthquake or fire, the project sponsors would provide emergency communication systems and an emergency power supply.

Cultural. Project construction would not affect a known archaeological resource, cause a physical change affecting unique ethnic or cultural values, or conflict with established recreational, educational, religious, or scientific uses in the area. The project also would not conflict with preservation of any buildings of landmark quality.

B. LAND USE AND ZONING

Land Ownership

The project site is owned by St. Mary's. Ownership options for the MOB are still being considered and include ownership by the Hospital or by physicians. It should be noted that Conditional Use authorization for the MOB would require that the medical offices be operated by an entity affiliated with St. Mary's. Otherwise, the project would not be an institutional use but a commercial use which is not permitted as a Conditional Use in residential areas. This requirement would not be a problem, since the project sponsor is Mercy Professional Building, Inc., a corporation affiliated with

St. Mary's Hospital and a subsidiary of Mercy Services Corporation. Regardless of the ownership option selected, the arrangement would not change the land ownership pattern in the study area.

Existing Land Use

Construction of the MOB would involve development of a vacant lot. The building would add 105,000 gross square feet and 375 parking spaces to St. Mary's existing facilities of 613,300 gross square feet in five separate buildings and 301 parking spaces. The site is one of five remaining undeveloped parcels of land in the study area.

Land Use Plans and Regulations

Policy 3 of Objective 6 of the Residence Element (April 1983) notes that expansion of institutions into residential areas often conflicts with efforts to preserve and protect the scale and character of such residential areas. To minimize any conflict, the policy recommends careful review of institutions' expansion plans. Local residents were afforded an opportunity to become familiar with St. Mary's plans for an MOB during the Institutional Master Plan (IMP) process (pursuant to Section 304.5 of the City Planning Code) and have been given additional information during community meetings held as part of this EIR's preparation. As discussed in the Urban Design and Visual Quality impact discussion, beginning on page 58, the MOB would be larger in scale and used more intensely than the surrounding residential buildings. However, it would not require displacement of any housing units or significantly aggravate traffic conditions. The design of the Hospital Drive entrance would, however, encroach upon the rear yard of the adjacent apartment building. Although this affected property is owned by St. Mary's parent corporation, thereby avoiding any land acquisition impacts, the adjacent rear yard still would be reduced by about 155 square feet.

The zoning district for the project site is RH-3, which is designated principally for structures with three units, in addition to one- and two-family houses. Certain other uses are permitted providing a Conditional Use authorization is obtained. The MOB

falls into this conditional class of uses and is allowed, provided it is operated by and affiliated with St. Mary's, and a current IMP describing the existing and anticipated future development of St. Mary's is on file. St. Mary's submitted its IMP in 1982 and a public hearing was conducted by the City Planning Commission on December 9, 1982. The IMP calls for a 100,000-square-foot building, accommodating 100 physicians and 285 parking spaces. The proposed MOB would be approximately 105,000 gross square feet and include 375 parking spaces. The proposed parking facility was enlarged to respond to community concerns voiced during public hearings on the IMP and during community information meetings on the progress of MOB plans and this EIR. It was feared that the project would result in increased curbside parking demand and competition. Otherwise, in terms of purpose and location, the project is consistent with the IMP.

Although the proposed MOB is in conformance with the IMP, it would not comply with existing floor area ratio (FAR), bulk (maximum length and diagonal dimensions), or rear yard requirements for the site. The proposed project would encompass 105,000 gross square feet compared to 54,900 gross square feet under applicable FAR regulations; above 40 feet, dimensions are limited to 100 feet along the building's length and 140 along its diagonal, but the proposed MOB is 140 feet in length and 185 feet along its diagonal at the top of the fourth floor which is above 40 feet; and the rear wall of the proposed MOB does not align with the rear wall of the adjacent building. Accordingly, the project sponsors would need to obtain a Conditional Use authorization and a Planned Unit Development (PUD) authorization which could allow the project to be developed differently than stipulated by development regulations.

C. URBAN DESIGN AND VISUAL QUALITY

Urban Design

The assessment of the MOB's design is based on how well it relates to existing development in terms of height, bulk, and architectural character.

The MOB would be viewed alongside residential development, along Fulton Street between Stanyan and Shrader Streets. The height of the MOB would exceed the height of these buildings. The residential structures near the proposed MOB range from about 30 to 45 feet compared to the MOB's height of 65 feet, plus an additional 15 feet to the top of its mechanical penthouse. The lot widths of these residences generally are 25 feet, while the proposed MOB has wall lengths of about 100 feet along Fulton Street and 125 feet along Shrader Street. Thus, the overall size and form of the MOB would be at a larger scale than the apartment buildings immediately to the west and across Shrader Street. Hence, the structure would not fulfill the City's Urban Design Plan policies that call for new development to relate to the prevailing height, bulk, and scale of existing development.¹ However, the project architects have attempted to visually reduce the scale of the development by dividing the exterior surfaces into a series of "modules," each about 25-30 feet in width; providing a high ratio of window space to blank wall space; and varying the depth of the setbacks of the upper floors. Figure 3, page 18, shows these features of the MOB against the adjacent residential structures.

The prevailing residential building types along Fulton Street are wood structures atop garages and masonry foundations. All but the corner buildings at Stanyan and Fulton Streets are taller than they are wide, and this vertical linearity is accentuated through repeated columns and bay windows (see Figure 12b, page 39). Several residences, including the apartment building immediately west of the project site, have parapets of varying heights. The MOB's facade materials would differ from those of the adjacent structures. In addition, the proposed window tint, size, and architectural style are different from the adjacent residences. The Fulton and Shrader Street elevations of the proposed MOB (see Figures 3 and 4, pages 18 and 19) nevertheless suggest several common themes with the adjacent residential structures: a strong verticality; a stepped parapet atop each "module;" rusticated masonry at the base of each "module;" and an arrangement of windows that generally replicates those of the adjacent residences.

¹ Appendix B compares the proposed project with policies in the City's Urban Design Plan, August 1971.

Institutional development to the north, east, and south of the proposed MOB defines a locally visible and distinctive form on the landscape.¹ The Urban Design Plan notes that several structures along Fulton Street are of architectural merit.² Unlike the residential structures, these buildings typically are wider and longer than they are tall. The USF Law Library with its cylindrical shape, St. Ignatius Church with its 212-foot twin spires, and the Carmelite Monastery with its towers, dome, and cupola create an interesting skyline. Their facades, characterized by earth-tone colors and highlighted by different types of masonry at the entrances, and their diversity of architectural styles contribute further to the area's image. The 80-foot height of the proposed MOB would not be at a scale different from the Carmelite Monastery or St. Ignatius. It would, however, be approximately 40 feet taller than the USF Law Library. The use of precast concrete and granite would follow the pattern found in surrounding institutions, and the stepped parapets and varying setbacks would reduce the bulkiness of the building. The MOB also would reduce the visually sharp transition in height and bulk between St. Mary's North Tower and surrounding development.

Visual Quality

The impacts of the MOB on views are evaluated from two perspectives:

- from distant vantage points, the concern is whether the MOB would be a new visual element on the City's skyline and detract from other features that contribute to the skyline; and
- close up, the concern is whether the MOB would detract from views along Fulton and Shrader Streets which are characterized as excellent-quality views.³

Distant Views. From higher, ground-level vantage points to the south and southwest (such as from the University of California, San Francisco (UCSF) and Twin Peaks), the study area is highly visible because of the spires of St. Ignatius Church and the

¹ City of San Francisco, Draft Urban Design Plan, May 1971, p. 144.

² Ibid. p. 48.

³ City of San Francisco, Urban Design Plan, August 1971, p. 18.

North Tower of St. Mary's. However, the height and bulk of the south wall of the North Tower obstruct any direct views of the project site. Because the MOB would not project above the North Tower, it would not be seen at ground level from this direction or diminish St. Ignatius' prominence on the skyline.

Moving eastward and northward along the lower portions of Ashbury Heights, the southern and eastern facades of the MOB would be visible. Expansive views of the skyline and the project site can be seen from Buena Vista Park and Alamo Square. Illustrations of how the MOB would appear from Shrader and Frederick Streets (due south) and from Buena Vista Park (to the southeast) are presented in Figure 16. From the Shrader and Frederick vantage point, the MOB would not project above the roofs of nearby buildings or appear massive or prominent against adjacent buildings. There are limited views of the towers, dome, and cupola of the Carmelite Monastery from here; the MOB would eliminate these views. From Buena Vista Park, the proposed MOB would be highly visible: taller than the nearby residential units and appearing approximately equal in height to St. Mary's North Tower. The MOB would not obstruct views of the Carmelite Monastery or St. Ignatius Church from the park. Other major viewing points to the southeast, such as Alamo Park, and to the east, such as Alta Plaza, are so distant from the MOB that their skyline views would be only marginally affected by the MOB.

Higher elevations to the north and northwest of the project site from which the project area can be viewed typically are too far away for the MOB to affect the view, or are obstructed by intervening buildings, landforms, or vegetation. Some views of the project site exist along north-south streets, such as at Sacramento and Clay Streets. In these instances, the north wall of the 11-story North Tower is prominent, and the MOB would interrupt views of it.

Close-Up Views. The MOB would replace the unimproved vacant lot, surrounded by cyclone fencing, with a six-story structure and would reduce close-up views of prominent buildings from the south and west. From the south (along Shrader at Grove), the MOB would block views of the western portions of the Carmelite Monastery and its dome. Instead, the MOB's Shrader Street elevation, with its varying setbacks at the upper levels, would be visible. From the west (along Fulton near Stanyan), the

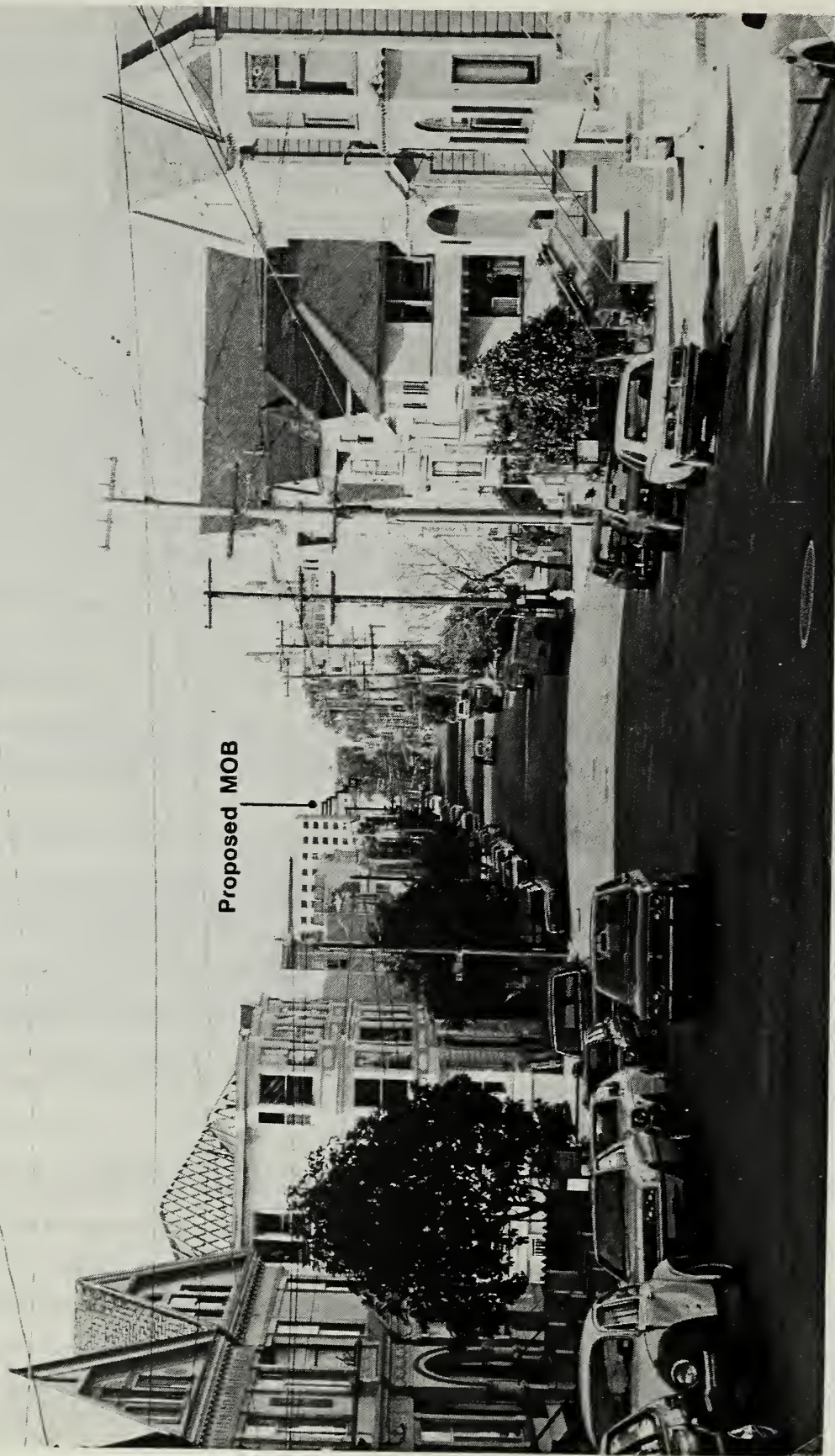


FIGURE 16a VIEW FROM SOUTH OF ST. MARY'S MOB
FROM SHRADER STREET AT FREDRICK STREET

St. Mary's
North Tower

Proposed
MOB

Carmelite
Monastery

St. Ignatius
Church



FIGURE 16b VIEW FROM SOUTHEAST OF ST. MARY'S MOB

FROM BUENA VISTA PARK NEAR BUENA VISTA AVENUE WEST AND WALLER STREET

northern facade of the MOB would project above the adjacent residential buildings and obstruct views of the cylindrical USF Law Library (see Figure 17a).

From Parker Street looking south, the Fulton-Shrader entrance of the MOB would interrupt views of St. Mary's North Tower. Viewed from Fulton Street looking west, the MOB's Fulton-Shrader entrance and Fulton Street elevation would be visible. The MOB would eliminate existing views from the side wall windows of 2237 Fulton Street (see Figure 17b). Eight windows on the east side wall facing the lot would have to be boarded up. Six are closet windows and two are side windows of two living rooms. Bathroom, kitchen, closet, and stairway windows in the building's light well, recessed six feet from the side wall, would receive only indirect daylight, were the MOB constructed. As shown in Figures 5 and 6 (pages 20 and 21, respectively), windows of the MOB would offer views onto the rear yard of 2237 Fulton. As a result, residents of that building would experience reduced privacy and be less likely to use their rear yard.

D. WIND AND SHADOW

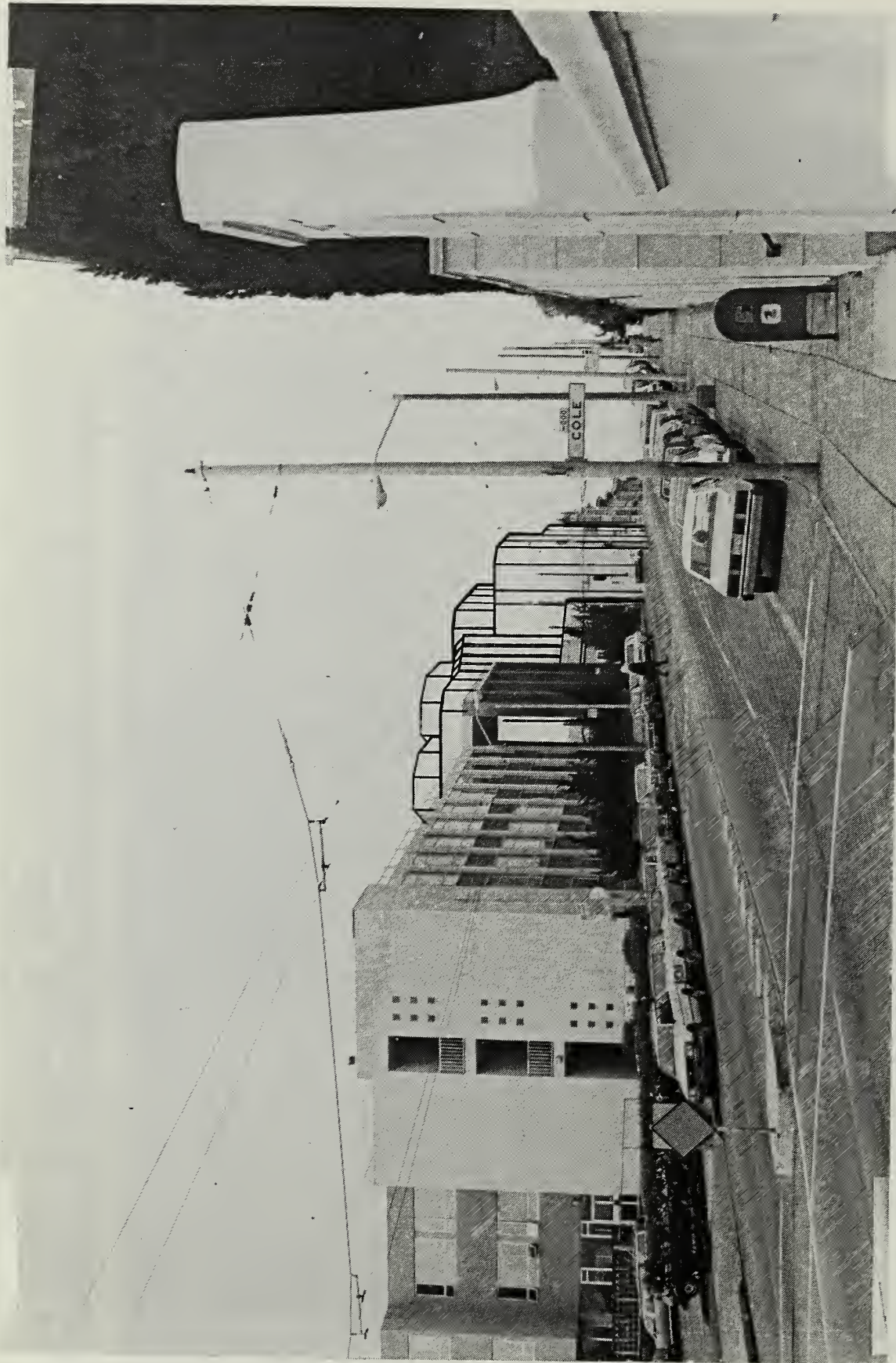
The potential for adverse wind accelerations at ground level is determined by two factors: site exposure and design. In San Francisco, buildings known to cause accelerated winds have the following characteristics: they are freestanding and exposed to prevailing winds; they have wide, continuous faces; and they extend well above their surrounding buildings. Due to the project's partial exposure above the three-story buildings to the west, its irregular west facade, and its numerous setbacks, the proposed design would not result in adverse wind effects.¹

The eight windows along the east side wall of the adjacent residential structure would have to be boarded up if the MOB were constructed. Six of them light closets which are not considered habitable space and, therefore, do not require light and ventilation per Section 501.4 of the City's Housing Code. However, some of the

¹ Donald Ballanti, Certified Consulting Meteorologist, written communication, February 17, 1984.



**FIGURE 17a CLOSE-UP VIEW FROM FULTON STREET LOOKING EAST
TOWARD ST. MARY'S MOB**
FROM FULTON STREET AT STANYAN STREET
(SAME AS FIGURE 12b, PAGE 39, WITH MOB SUPERIMPOSED)

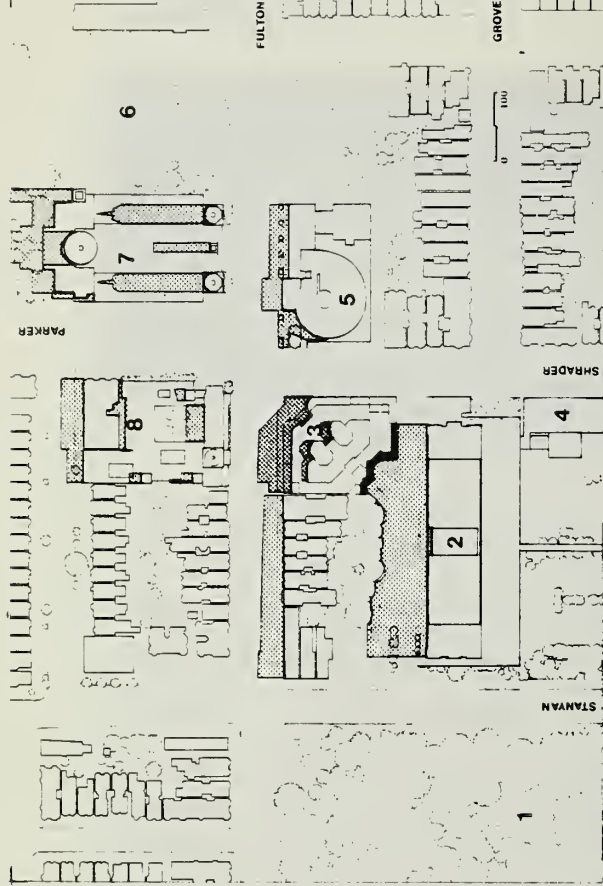


**FIGURE 17b CLOSE-UP VIEW FROM FULTON STREET LOOKING WEST
TOWARD ST. MARY'S MOB** FROM FULTON STREET AT COLE STREET

closets are used as bedrooms, which must have window space totaling at least 10% of their floor area, in accordance with Section 501.4. The other two windows along the side wall provide light into two living rooms. Boarding up these windows would reduce the amount of window space; however, the front windows of the living rooms (i.e., those facing Fulton Street) still would provide more than the minimum required percentage of window space (approximately 16%, based on measurements by the building's property manager).

Shade effects of the proposed MOB have been examined for each season at three times during the day: 10:00 a.m., noon, and 3:00 p.m. In the spring and autumn, the MOB would block direct daylight from entering the east-facing windows of the light well in the structure immediately west. As a result, these kitchen/dining room, closet, and bathroom windows of the six units on the eastern side of the building would receive only indirect daylight. In the mornings, the rear yard of the adjacent residential structure also would be shaded. The MOB's design, which calls for the structure's rear wall to be angled away from the western property line, would minimize shadows being cast onto other windows and rear yards to the west. No other residences or buildings in the area would be affected between 10:00 a.m. and 3:00 p.m. The sidewalk in front of the MOB along the south side of Fulton Street would be in shade all day, and the sidewalks on both sides of Shrader Street would be in shade during the afternoon (see Figure 18a).

In the summer, shadows are shortest, and shading effects are at a minimum. In the winter, when shading effects are most pronounced (see Figure 18b), the MOB would shade two residential units to the north across Fulton Street and the western portion of the Carmelite Monastery in the morning. The new shadow would extend the existing shaded area along Fulton Street 100 feet east. In the afternoon (3:00 p.m.), the MOB would cast shadows to the northeast onto the south-facing windows of the church of the Carmelite Monastery and across the Fulton/Shrader intersection to the base of St. Ignatius. Sidewalks on both sides of Fulton Street would be in shade throughout the day, and on both sides of Shrader Street in the afternoon.



MARCH 21/SEPT. 21: NOON



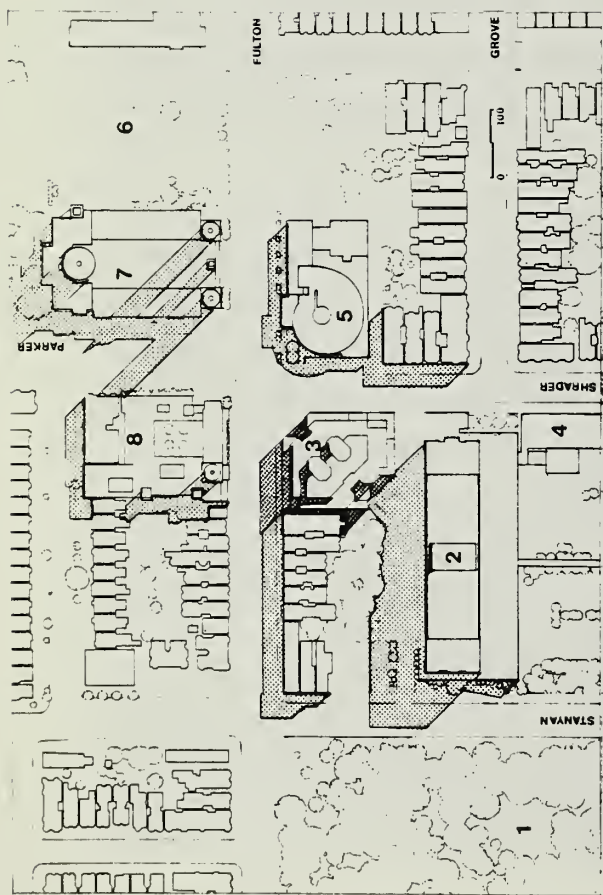
SHADOWS FROM EXISTING BUILDINGS

NEW SHADOWS FROM PROPOSED ST. MARY'S MOB

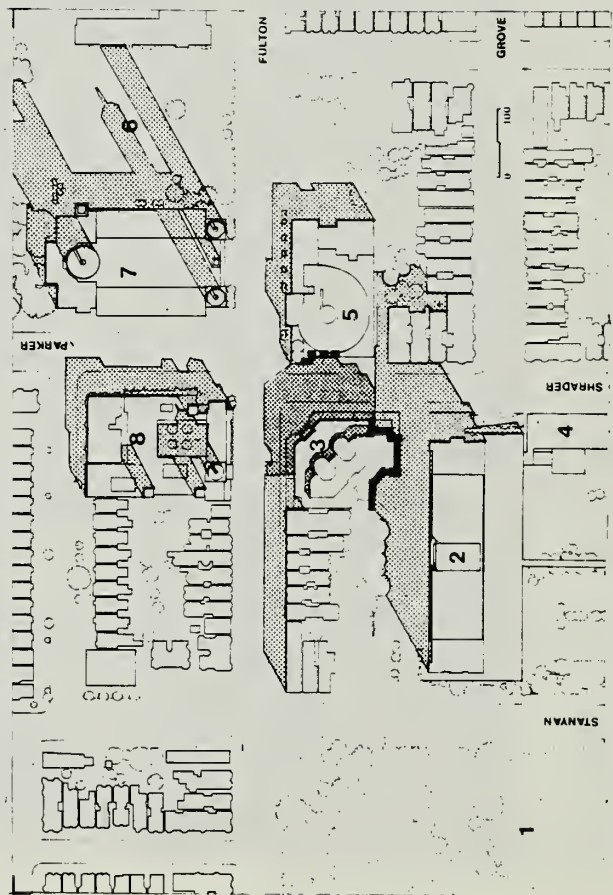
SHADOWS CAST ON WALLS OF MOB

NEW SHADOWS CAST BY MOB ONTO WALLS OF OTHER BUILDINGS

- 1 GOLDEN GATE PARK
- 2 ST. MARY'S NORTH TOWER
- 3 PROPOSED MEDICAL OFFICE BUILDING
- 4 MCAULEY INSTITUTE
- 5 USF LAW LIBRARY
- 6 USF CAMPUS
- 7 ST. IGNATIUS CHURCH
- 8 CARMELITE MONASTERY



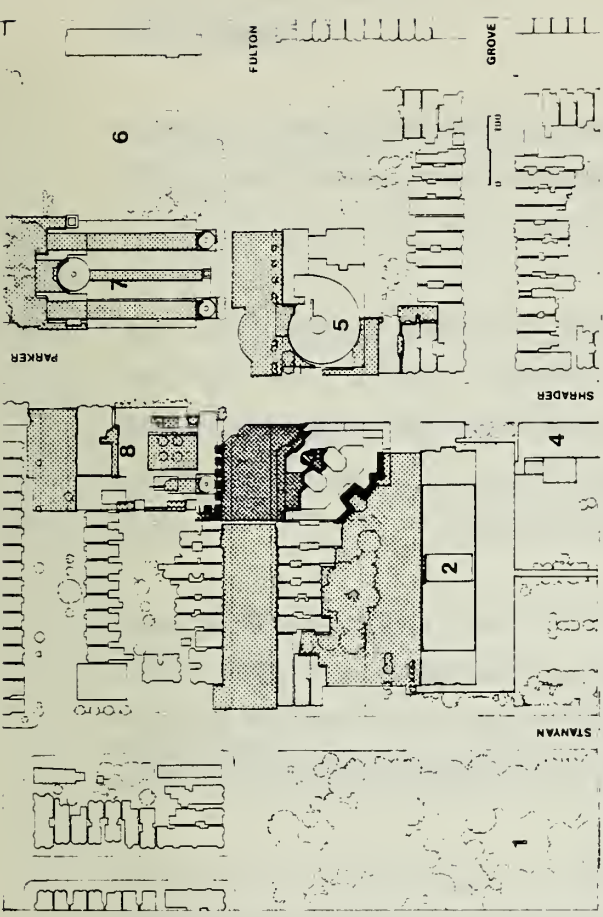
MARCH 21/SEPT. 21: 10 A.M.



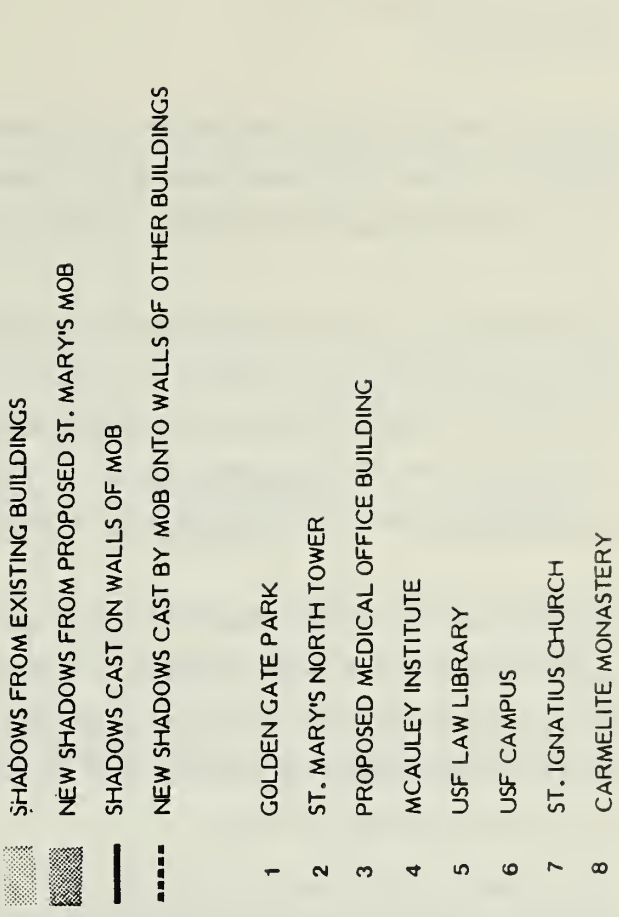
MARCH 21/SEPT. 21: 3 P.M.

FIGURE 18a SHADOW DIAGRAMS - MARCH 21/SEPT. 21

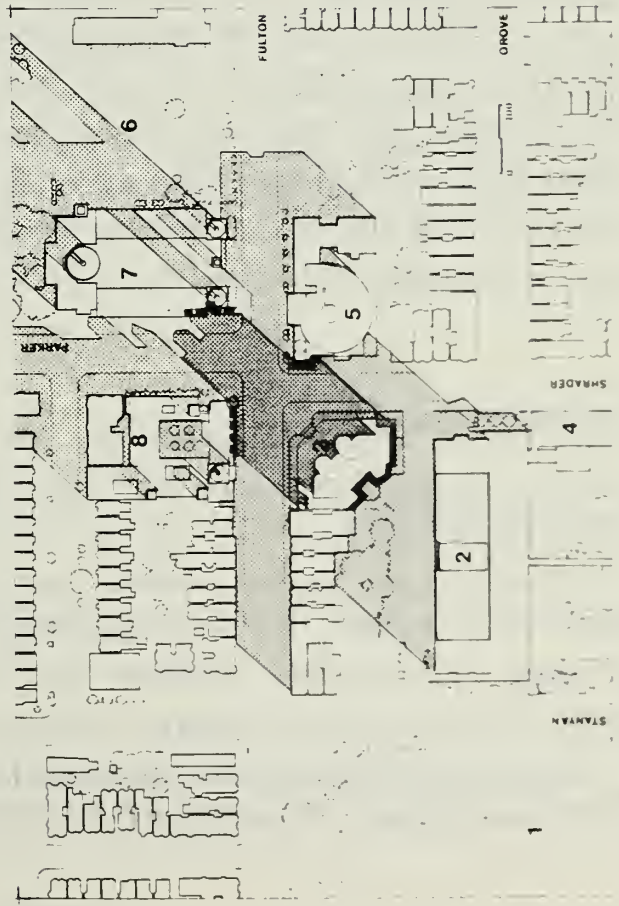




DECEMBER 21: NOON



DECEMBER 21: 10 A.M.



DECEMBER 21: 3 P.M.

FIGURE 18b SHADOW DIAGRAMS - DECEMBER 21

Because of the proximity and height of St. Mary's North Tower, occupants along the south side of the MOB would be in the shade during the afternoons in the spring, autumn, and winter, and during the mornings in the winter.

Per Proposition K, the sunlight ordinance passed by City voters in June 1984, the MOB's potential shading impacts on Golden Gate Park were studied. The park lies one block west of the MOB site. Because of the sun's position in the winter, the MOB would not cast any shadows onto the park. However, in the spring, summer, and fall, the northeast corner of the park would be shaded by the MOB.

In the summer, the MOB would shade the park a maximum of 1-1/2 hours after sunrise. In May and June when the MOB would cast the greatest area of the park in new shadow, less than one acre would be in shade one hour after sunrise. The new shadow would lie between existing shadows cast by apartment buildings along Stanyan Street and by St. Mary's North Tower.

This area of the park is heavily wooded, except for a grassy, landscaped clearing at the corner of Stanyan and Fulton. Tables and benches are provided in this opening. Two paths originate from this park entrance: an unpaved, tree-shaded path goes uphill to the south, roughly paralleling Stanyan; and a paved, winding path generally heads westward. This area is already largely shaded by existing buildings and trees. The area that would be shaded by the MOB is south of the clearing and does not include any active play areas. San Francisco's prevailing weather pattern during the summer is characterized by coastal fog, so Golden Gate Park often is overcast.

E. TRANSPORTATION

Travel Demand Analysis

Project Travel Demand. The projected travel demand for St. Mary's MOB was developed based on information obtained from medical office surveys of physicians, patients, and employees, hereinafter called the "St. Mary's Surveys" (see Appendix D). Table 5 summarizes the projected daily and peak-hour person trips to and from the MOB on weekdays. Three weekday peak travel periods were identified from the

analysis: morning (8:00-9:00 a.m.), afternoon (1:30-2:30 p.m.), and evening (4:30-5:30 p.m.). The projected number of vehicle trips was calculated using mode split information developed from the St. Mary's Surveys and shown in Appendix D.

TABLE 5: ST MARY'S MOB TRAVEL DEMAND*

<u>Trips</u>	<u>Daily</u>	<u>Morning</u> <u>8:00-9:00 a.m.</u>	<u>Afternoon</u> <u>1:30-2:30 p.m.</u>	<u>Evening</u> <u>4:30-5:30 p.m.</u>
Person Trips	4,186	230-in, 32-out	291-in, 248-out	77-in, 286-out
Vehicle Trips	2,681	157-in, 28-out	209-in, 180-out	52-in, 192-out

*"In" denotes inbound trips, "out" denotes outbound trips. The number of trips shown would occur on weekdays.

Cumulative Travel Demand. Eight projects which could impact the transportation system in the Greater Haight Ashbury area are considered in this cumulative impact assessment. These projects are listed in Table 6.¹ The UCSF/Polytechnic High School conversion to housing is defined only vaguely at this point, and several alternative levels of development are being examined. A ninth project, the Kezar Stadium remodeling, is still early in its conceptual stages and its scale still is undefined. Collectively, the eight projects could place about 7,700 new daily person trips on the existing transportation network.

Traffic

The impacts of MOB-related traffic and cumulative background traffic were analyzed for the p.m. peak hour at five intersections around the MOB site. Table 7 (see page 73) summarizes peak-hour levels-of-service for these intersections as to existing conditions, cumulative development without the proposed project, and cumulative development with the proposed project.

¹ The selection of these projects for inclusion in the cumulative assessment is explained in the section "Cumulative Impacts" in this chapter at pages 97 through 98.

TABLE 6: CUMULATIVE TRAVEL DEMAND

<u>Project</u>	<u>Proposed Uses</u>	<u>New Daily Person Trips</u>	<u>Peak Hour (5-6 pm) Person Trips</u>
St. Mary's MOB	100,000-GSF medical office building (375 parking spaces)	4,186	291
USF Health & Recreation Facility	Swimming, racquetball, alumni club, multi-purpose courts, other facilities (110,445 GSF). Loyola Gym (10,920 GSF, lobby to be demolished). Soccer field (renovated, 172 parking spaces, 1 lot).	200	46
USF Cogeneration Plant	9-megawatt power plant	0	0
Cannes Apartments	8-unit apartment building (8 parking spaces)	56	6
Urban School of San Francisco Expansion	Conversion of apartment to new school facilities (5 parking spaces)	-8	-1
St. Joseph's Hospital Conversion (Park Hill)	136 dwelling units (136 parking spaces)	952	95
UCSF Vision Research Module	40,000-SF building (130-230 parking spaces)	20	10
*UCSF/Polytechnic High School Conversion	Dwelling units and recreational facilities (600 parking spaces)	2,270	225

Source: DKS Associates

*Project has several proposed alternatives.

Project Traffic Impacts. The assignment of project-generated vehicle trips was made using residence location/origin of trip information obtained from the St. Mary's Surveys (see Appendix D, Table D-7). Both for the proposed project's traffic and for the cumulative development traffic, vehicle trips were assigned to the existing street network based upon site access, location of major travel routes relative to the site, and origin of the trips. From the traffic assignment, through and turning movement volumes at five intersections around the MOB site were projected. Appendix D describes the methodology used for intersection volume-to-capacity ratios.

The proposed project would significantly affect traffic along Shrader Street, at its Fulton Street and Hayes Street intersections, and at the Stanyan/Hayes intersection,

where volume-to-capacity ratios would increase between 13% and 36%. However, these intersections currently operate at level-of-service "A" and have the capacity to handle more traffic. These intersections would continue to operate at level-of-service "A" even with new traffic generated by the proposed project.

TABLE 7: TRAFFIC IMPACTS ON NEARBY INTERSECTIONS

PM Peak Hour -- Volume-to-Capacity Ratios, Levels-of-Service

<u>Intersection</u>	<u>Existing (1981)</u>	<u>Cumulative w/o Project</u>	<u>Cumulative w/Project</u>
Stanyan and Fulton	0.87 D	0.87 D	0.88 D
Shrader and Fulton	0.37 A	0.37 A	0.42 A
Stanyan and Hayes	0.47 A	0.48 A	0.49 A
Shrader and Hayes	0.22 A	0.22 A	0.30 A
Stanyan and Kennedy	1.00 F	1.01 F	1.02 F*

Source: DKS Associates.

*The volume-to-capacity ratio calculated for this intersection may not accurately represent true conditions. Traffic operations here are not necessarily jammed, although traffic is heavy on all approaches to the intersection. The methodology used to calculate an intersection's operations is based on nationwide experience with determining capacities for intersecting streets. Although the method assumes realistic capacities for intersections, special conditions can cause real-life capacities to be higher or lower than theoretical capacities. In this case, the methodology gives a lower capacity than real life (Circular 212, Transportation Research Board, Interim Materials on Highway Capacity, 1980). A level-of-service "E" rating is probably a more accurate representation of conditions here.

A left-turn prohibition for southbound Stanyan Street traffic at Fulton Street is being considered by the City Department of Public Works. Currently, southbound vehicles cannot turn left from Stanyan Street onto Hospital Drive because of concrete bars on the street's centerline; vehicular access to the MOB garage can be made only by traveling northbound on Stanyan Street and turning right onto Hospital Drive. As a result, the left-turn prohibition would affect only those who turn left onto Fulton Street and circle the block (going east to Shrader, south to Hayes, west

to Stanyan, and north to Hospital Drive) to reach the MOB. This effect would be insignificant since these same motorists could turn left before reaching Fulton Street (and then travel south along Parker to Shrader), or continue south past Fulton Street and turn left onto Hayes (where they could make a U-turn and then turn right onto Stanyan). These changes in access routes would not measurably affect p.m. peak-hour traffic.

Vehicles entering the MOB via Hospital Drive would turn right from northbound Stanyan Street. This turn would be a "free right" since there would be no cross-traffic and Hospital Drive is one-way eastbound. Consequently, any delays to northbound through traffic on Stanyan Street caused by vehicles turning right onto Hospital Drive would be short.

The floor plan for the MOB (see Figure 5, page 20) shows that a driveway entrance/exit for physicians and a driveway exit (from the underground parking garage) via Hospital Drive for other MOB users are within 50 feet of each other on Shrader Street. The proximity of these driveways to one another would not create traffic hazards, because traffic on Shrader Street is low-volume and the driveways are over 140 feet from the Fulton/Shrader intersection. Turning movements at the driveways should not cause traffic problems since the number of physicians entering and exiting their driveway would be no more than 50 during a.m. and p.m. peak hours and nearly zero during off-peak hours. The greatest activity would occur between 2:00 and 3:00 p.m., when over 200 vehicles would leave the MOB.

Cumulative Traffic Impacts. Projected cumulative p.m. peak-hour vehicle trips were calculated using the information in Table 6 and various automobile mode splits derived from other studies¹ and described in the Greater Haight-Ashbury Cumulative Assessment Report.² Traffic growth from cumulative development is projected at

¹ Ira Fink & Associates, St. Mary's Hospital and Medical Center: TSM Plan Evaluation Study, Final Evaluation Report, December 1980; San Francisco Department of City Planning, Park Hill Residential EIR, certified June 20, 1983; DKS Associates, Transportation Element of the DEIR for the UCSF 1982 Long-Range Development Plan Restudy, April 1982.

² San Francisco Department of City Planning, Greater Haight-Ashbury Cumulative Assessment Report, December 21, 1984, pp. 29-54.

5,080 daily vehicle trips, of which 419 would be peak-hour. No intersection's level-of-service would change as a result of traffic from the proposed projects. The volume-to-capacity ratios at the analyzed intersections would increase no more than 3%. The intersections of Stanyan/Fulton and Stanyan/Kennedy would continue to operate under congested conditions during peak hours. Cumulative traffic growth would not measurably impact the intersections along Shrader Street since it is not a major travel route.

Transit

Project Impacts on Transit. According to mode split information obtained from the St. Mary's Surveys (see Appendix D, Table D-8), about 22% of all patients, 34% of all employees, and no physicians would use public transit to access the MOB. Transit trips, projected at 620 per day, all would be on MUNI either as a connector to other transit systems or as the sole public transit mode. During the p.m. peak hour, the proposed project would generate about 19 MUNI trips inbound to the site and 67 MUNI trips outbound, as shown in Table 8. AC Transit, Golden Gate Transit, BART and SamTrans, each of which would get up to five new p.m. peak-hour riders from the MOB, would be impacted negligibly.

On routes for which existing load factor data are available,¹ MOB transit riders would cause a 1.0-2.7% increase in load factors. The proposed project would affect p.m. peak-hour service to downtown San Francisco on MUNI Route Nos. 5 and 21, the lines most heavily used by MOB transit riders. Service to downtown San Francisco is in the reverse commute direction of MUNI p.m. peak-hour service, since ridership and load factors are highest on lines heading outbound from the downtown area during this time period. St. Mary's MOB transit riders traveling in a reverse commute direction would increase load factors on the lines they use, but not to a level exceeding MUNI service standards (load factors of 1.40 for diesel lines and 1.25 for trolley coaches).

¹ San Francisco Department of City Planning, Guidelines for Environmental Review: Transportation Impacts, September 1983.

TABLE 8: PROJECTED MUNI RIDERSHIP--P.M. PEAK HOUR

<u>Route No.</u>	<u>Direction*</u>	<u>Existing Load Factor</u>	<u>Projected Ridership w/Project</u>	<u>Load Factor w/Project</u>	<u>Projected Ridership w/Cumulative Development</u>	<u>Load Factor w/Cumulative Development</u>
5	to Downtown from Downtown	N/A	30	-	30	-
	to Richmond District from Richmond District	1.12	7	1.14	7	1.14
		1.12	14	1.15	14	1.15
		N/A	2	-	2	-
21	to Downtown from Downtown	N/A	15	-	15	-
		1.04	4	1.05	4	1.06
33	to Diamond Heights	N/A	2	-	11	-
37	to Diamond Heights	1.05	2	1.07	2	1.07
43	to St. Francis Wood from St. Francis Wood	0.77	3	0.78	3	0.78
		N/A	1	-	7	-
71	to Sunset from Sunset	1.62	1	1.62	1	1.62
		N/A	2	-	5	-

Source: San Francisco Department of City Planning, Office of Environmental Review, Guidelines for Environmental Review, view, September 1983.

N/A = not available. Data exist only for Route Nos. 5, 21, 37, 43, and 71 p.m. peak-hour outbound service at the downtown cordon line.

*St. Mary's MOB site is the reference point.

Cumulative Impacts on Transit. New peak-hour MUNI trips would be generated by cumulative development surrounding the MOB. Approximately 1,310 new daily transit trips would be distributed among MUNI Route Nos. 5, 21, 31, 33, 43, 66, and 71, and the "N" line. Most lines would experience daily ridership increases of 25 persons or less. The greatest increases would be expected on Route No. 33 because of the Park Hill project, on the "N" because of the Polytechnic High School conversion and the UCSF Vision Research module, and on Route Nos. 5 and 21 because of the MOB. The impacts of these trips would be to increase load factors on both inbound and outbound MUNI service, but not to a level exceeding MUNI service standards.

Increased congestion at the Stanyan/Fulton intersection would affect transit operations during the evening peak hour. Because inbound coaches on MUNI Route Nos. 5 and 21 to downtown would be delayed, service to passengers on the outbound leg of the round trip (from downtown) would be impaired as well.¹

Parking

Impacts on On-Site Facilities. During a typical day at the St. Mary's MOB, the highest estimated demand for parking spaces for physicians, employees, and visitors would occur between 2:00 and 2:30 p.m., when as many as 310 vehicles could require parking spaces. Estimated accumulation of parking space demand by half-hour intervals is presented in Appendix D, Table D-10. Since a 375-space underground parking garage is part of the proposed project, and would be available to all MOB users (physicians, employees, patients, and business people), the proposed parking supply would accommodate the estimated maximum parking space demand, with a surplus of 65.

Impacts on Surrounding On-Street Facilities. On-street parking facilities within a two-block radius of the proposed site are nearly 100% occupied; many of these spaces are used by employees of St. Mary's. The capacity of the proposed MOB

¹ Peter Straus, Director of Planning, San Francisco Municipal Railway, letter communication, July 12, 1984.

garage would accommodate all MOB-generated demand, if the rates charged are within the range motorists are willing to pay, and could relieve on-street parking demand if the surplus spaces were used by Hospital staff and employees. However, the St. Mary's Surveys indicated that 100% of the patients and 49% of the employees would be willing to pay up to \$0.50/day to park off-street, while 79% of the patients and 47% of the employees would pay up to \$1.00/day (see Appendix D, Table D-9). These results suggest that about one-half of the employees would not be willing to pay for all-day off-street parking if the rates were higher than \$0.50/day. These individuals would seek on-street parking and compete for a limited number of spaces.

Cumulative Parking Impacts. Most cumulative development is too distant to generate any on-street parking demand within 2,000 feet of the MOB.¹ The USF Cogeneration Power Plant and Health and Recreation Facility together would generate a demand for about 34 new parking spaces; however, this demand could be accommodated by the off-street parking spaces proposed for those projects. The USF facilities, when combined with St. Mary's proposed parking facility, would provide about 130 parking spaces beyond the maximum projected demand for the planned uses.

Pedestrian Circulation

A total of 25 inbound and 94 outbound pedestrian trips would occur during the p.m. peak hour to and from St. Mary's MOB. Most pedestrian activity would be at the signalized Fulton/Shrader intersection. About 77% of all p.m. peak-hour pedestrian trips would be transit-oriented; that is, to and from nearby MUNI bus stops. The proposed underground parking garage would eliminate most external, automobile-oriented pedestrian traffic since people could reach their vehicles without leaving the building.

¹ 2000 feet is considered to be the limiting distance that people will park their vehicles from their intended destination. (Comprehensive Planning Organization, Centre City Parking Study, August 1978; DeLeuw, Cather & Company, Downtown Portland Parking Plan, October 1972.)

Peak-hour (p.m.), two-way crosswalk volumes adjacent to the proposed MOB at the Fulton/Shrader intersection (i.e., crossing Shrader--south crosswalk and crossing Fulton--west crosswalk) would increase (by 50 trips and by 25 trips, respectively). Field observations indicate that pedestrian flow currently is light with adequate sidewalk capacity. The USF Health and Recreation Facility would be built within one-quarter of a mile of St. Mary's MOB. The project calls for replacement of the existing Loyola Hall, rehabilitation of the gymnasium, and construction of some other sports facilities. The new uses would generate about 200 new daily person trips by students, alumni, and nearby residents.¹ Visitor travel studies from another institution suggest 28%, or 56, of these person trips would be pedestrian ones.² It is expected that 25% of the pedestrian trips would occur during the p.m. peak hour.³ This number of pedestrians plus those generated by the MOB would not cause pedestrian congestion problems on the sidewalks along these projects.

During both off-peak and peak hours, some pedestrian trips would cross the driveways along Shrader Street. The maximum amount of vehicles exiting the driveways would be 192 during the p.m. peak hour from 4:30 to 5:30. The current designs for the driveways afford drivers adequate visibility of crossing pedestrians, thus raising no unusual safety problems.

Service Vehicles

Added Demand for Loading Space. The proposed MOB would generate about 60 daily delivery and service vehicle trips⁴ based on the combined demand of the various

¹Chuck White, Athletic Director, USF, telephone communication, May 4, 1984. It was estimated that the new facilities would result in 4,000 daily person trips. The majority (95%) of these are existing trips.

²UCSF, Transportation Systems Management Study, Consultant's Final Report, September 1977. This study examined visitor travel patterns to the UCSF campus, and based on DKS Associates' experience, the findings from the study are reasonable and applicable to the USF project.

³CalTrans, 12th Progress Report on Trip Ends Generation Research, December 1979.

⁴San Francisco Department of City Planning, Approaches for Resolving Issues of Downtown Conservation and Development--Appendix G: Requirements and Procedures for Off-Street Goods Delivery, September 1980.

functions being considered for the project (MOB, pharmacy, X-ray facilities, delicatessen, medical supply store). Of these 60 trips, about 15 would be made by large trucks (single-unit trucks of 30-40 feet in length and truck/trailers of 50-60 feet in length); the balance would be made by automobiles, pick-ups, and vans.¹ About three loading docks would be needed to accommodate the daily service vehicle demand.²

Currently, there is loading dock space for two large trucks at the Hospital, and seven nearby parking spaces are reserved for "small" service vehicles (i.e., vans, pick-ups, station wagons). An additional 35 delivery vehicles would be using the loading dock each day at the Medical Center. Based on a survey made of St. Mary's service vehicles,³ about 20%, or seven vehicles, would use the facilities during the morning peak half-hour for service vehicle activity (10:15-10:45 a.m.). The loading dock most likely would become fully occupied during this period, with one or two vehicles having to wait for space. The service vehicle survey indicated that many delivery vehicles perform their loading and unloading operations in less than 10 minutes, so it is unlikely that a vehicle would have to wait long.

About 25 additional daily service vehicles would use the service vehicle parking spaces and the adjacent no-parking area at the Medical Center. About five of these would use the facilities during the morning peak half-hour. Since there are no additional service vehicle parking spaces available during this peak period, these vehicles would have to park in the no-parking zone. The additional delivery and service vehicles could more than double the number of vehicles parking in the no-parking area during the morning peak half-hour. Consequently, congestion at the service and delivery vehicle facilities could occur as a result of these additional vehicles.

¹ DKS Associates' survey of Kaiser Center, Oakland, February 3, 1982, 8:15 a.m.-5:00 p.m.; DKS Associates' survey of service vehicle activity at St. Mary's Hospital and Medical Center, San Francisco, February 4, 1985, 8:00-11:00 a.m. and 1:00-3:30 p.m.

² San Francisco Department of City Planning, Approaches for Resolving Issues of Downtown Conservation and Development--Appendix G: Requirements and Procedures for Off-Street Goods Delivery, September 1980.

³ DKS Associates' survey of service vehicle activity at St. Mary's Hospital and Medical Center, San Francisco, February 4, 1985, 8:00-11:00 a.m. and 1:00-3:30 p.m.

Impacts on Surrounding Transportation Network. All loading and unloading activities would take place off-street, resulting in few conflicts with traffic along Hayes Street. Large trucks maneuvering into the loading dock area from its Hayes Street entrance/exit would temporarily block traffic movement both in the adjacent hospital parking lot (off-street) and on-street, but no unusual conflicts would occur. Furthermore, most service vehicle activity would occur during off-peak hours. MUNI Route No. 21 would be affected, since bus stops are located just west of and almost directly opposite the loading dock entrance/exit. Large trucks could temporarily block buses while maneuvering into the loading dock area. There would be up to two large trucks per hour accessing the loading dock, while buses along Hayes Street run at a frequency of eight per hour (each direction) during off-peak hours. Thus, there would be a maximum of two conflicts per hour between service vehicles and buses.

Service and delivery vehicles would access the MOB primarily via secondary thoroughfares such as Stanyan and via major thoroughfares such as Fulton, Fell, Oak, Turk, and Masonic. Smaller collector, residential streets would not provide as direct or quick a route and thus would not be used much. The total number of 60 daily trips would not significantly increase traffic volume on the major and secondary thoroughfares or diminish the levels-of-service at nearby intersections. Moreover, the peak travel periods for these vehicles do not coincide with conventional morning and evening periods for work trips or with the peak trip pattern projected for the MOB.

Construction

Current plans call for a 20- to 24-month construction period for the St. Mary's MOB, during which time there would be no fewer than 20 and a maximum of 50 construction workers on-site. About one-half of the construction workers would drive to work,¹ producing a maximum temporary demand for 25 parking spaces on-street. This demand would represent a temporary 1% increase in the number of on-street parkers in the surrounding area.

¹Based upon DKS Associates' experience at TransPacific Centre Phase I construction site, Oakland, 1982.

Each construction phase of the proposed MOB would be characterized by its own daily construction vehicle trip generation rate (see Table 9). During the first four months of construction (the excavation period), there would be an average of 13 heavy construction vehicle trips per hour. After this first four-month period, construction vehicle activity would taper off to less than two vehicle trips per hour for the remainder of the construction period. Because of the slope of Shrader Street, Fulton Street may have to be used for some of this construction vehicle activity; this has not been determined yet. If Shrader Street were used for construction vehicle activity, no serious traffic problems would occur since Shrader Street has a low traffic volume.

TABLE 9: CONSTRUCTION VEHICLE TRIP GENERATION

<u>Phase</u>	<u>Month of Schedule*</u>	<u>Vehicle Trips/Day**</u>	<u>Months of Overlap</u>
1 Excavation Foundation	0-4	104	none
	4-8	12	none
2 Steel Erection Cladding	8-12	4	11-12
	11-13	5	12-13
3 Fitting Out	12-21	4	none

*The time periods are approximate and may vary.

**Based on a five-day work week.

Sidewalks on both Fulton and Shrader Streets could be blocked or in some other way affected during the entire construction period. In addition, ten feet of street (either on Fulton Street or Shrader Street) would have to be used for material storage and various other activities. The pedestrian flow on Fulton and Shrader Streets is low and would not be significantly affected during the construction period. If one lane of eastbound traffic were blocked along Fulton Street between Stanyan and Shrader, the

volume-to-capacity ratio at Shrader and Fulton Streets would increase to 0.48, but the level-of-service would remain at "A." As a result of the increased traffic volume, there could be insignificant delays on Fulton Street eastbound approaching Stanyan Street. Currently, two lanes serve eastbound movement along Fulton Street. Approaching Stanyan Street from the west, the right lane is generally used as a right-turn-only lane, and most through traffic travels on the inside lane. The blocked construction lane between Stanyan and Shrader Streets would discourage through vehicles from using the right lane. However, as noted above, through travelers are already discouraged from using this lane because of the high number of right turns. Thus, blocking part of Fulton Street between Stanyan and Shrader Streets would not reduce the current service level of "D" at the Stanyan/Fulton intersection.

Long-Range Cumulative Impacts

USF and UCSF are located near the MOB site and are major traffic generators. Each institution prepares a master plan outlining future plans for physical development.

The UCSF Long-Range Development Plan (1982) estimates an additional 377 people (70 employees) would be on-campus by 1987-88. These figures represent increases of 1.1% in the number of employees and 3.0% in the number of people in general. Three research modules, each 30,000 gross square feet, and a new library/academic support building at 150,000 gross square feet, are proposed. (One of the modules, the Vision Research Laboratory, is included in the assessment of cumulative traffic impacts.) Except for a few new employees, none of these projects would generate a significant number of new external trips. Most trips to the facilities would be internal relocations of existing trips. The projected 1987-88 on-campus population would increase existing trips to and from UCSF by 754 daily person trips.

The proposed construction projects for UCSF would remove 342 surface parking spaces from the campus. However, a proposed west campus parking facility would supply 400 spaces on-campus, replacing spaces lost to construction and providing 58 new ones. The projected increase in the on-campus population would create a demand for 80 new parking spaces, so the 58-space west campus "surplus" would be fully used. The resulting unsatisfied demand for 22 parking spaces would increase competition for surrounding on-street spaces.

The USF Institutional Master Plan (1979) identifies ten projects for proposed on-campus development. One of these, the USF Health and Recreation Facility, is included in the cumulative traffic impact assessment. Most of the proposed projects would not generate a significant amount of new external trips, since most trips would be internal relocations of existing trips. However, among the proposed projects is a 50-unit housing project that would generate about 350 new daily person trips. Most of these new trips would be internal to the USF campus.

Most of the proposed projects at USF would displace some surface parking but would provide underground parking. All ten projects would produce a net on-campus parking supply increase of 307 spaces, representing a 23% increase over the existing on-campus supply. All new parking would be located underground as part of USF's continued effort to remove all on-campus surface parking.

F. AIR QUALITY AND CLIMATE

Localized Impacts

Direct atmospheric emissions from the operation of the proposed project would result from combustion of natural gas on-site for water and space heating. Natural gas is a relatively clean-burning fuel; therefore, no visible plume would occur. Exhaust gases would be emitted at roof-top level and would be diluted to concentrations well below ambient air quality standards before reaching ground level.

The project would act as an indirect source of atmospheric emissions because of the vehicular traffic generated. On the local scale, carbon monoxide (CO) is the most serious pollutant emitted by automobiles. Projected CO concentrations for 1987 with and without the project were calculated for two intersections near the project (see Table 10). These intersections were selected because they are the location of maximum project impact and/or highest traffic volume. The results in parts per million (ppm) represent the exposure a person would have at the worst curbside location during worst-case meteorological conditions. The highest concentration would occur during the p.m. peak hour, most likely on a winter evening.

TABLE 10: PREDICTED CARBON MONOXIDE CONCENTRATIONS¹
(parts per million)

<u>Intersection</u>	<u>1987 Without Project</u>		<u>1987 With Project</u>	
	<u>1-Hour</u>	<u>8-Hour</u>	<u>1-Hour</u>	<u>8-Hour</u>
Stanyan/Fulton	9.5	5.4	9.6	5.4
Stanyan/Kennedy	15.3	7.0	15.4	7.0
Background ²	6.0	4.5	6.0	4.5

¹ Calculations were made using procedures recommended in California Air Resources Board, Research Division, Air Quality Modeling Section, Estimating Carbon Monoxide Concentrations for Hot Spots Analysis, Sacramento, CA, May 1980.

² Background concentrations were assumed to equal 50% of the highest measured values in 1982 at the Twenty-Third Street monitoring site.

These results indicate that no violations of state or federal CO air quality standards (20 ppm for one hour, 9 ppm for eight hours) would occur with or without the project. Since CO concentrations drop off rapidly with distance from curbside, occupants of nearby buildings would be exposed to lower concentrations of CO than reported in Table 10. Calculations also were made assuming the cumulative levels of development and traffic presented in Table 6, page 72. The results are the same as projected CO levels with the project alone, as shown in Table 10.

The multi-floor parking garage would be mechanically ventilated. The exhaust vents would be a source of odors, fumes, and CO. If the ventilation system were designed properly and vent locations were well-chosen, odors and pollutants would be diluted to undetectable levels before reaching pedestrians.

Regional Impacts

Any regional impact of the MOB would be due to increases in vehicle miles traveled (VMT) associated with the project. Based on the predicted number and length of project-generated trips, the daily regional increase of VMT associated with the

project is estimated at 21,500. Using composite emission factors supplied by the California Air Resources Board and assuming an average trip speed of 20 mph, total regional emissions from project traffic were estimated (see Table II). Since the incremental increases in both hydrocarbon and nitrogen oxide emissions are less than 0.01% of 1984 regional totals, it is not expected that the resulting increase in down-wind ozone levels would be of sufficient magnitude to be measured or modeled accurately.

TABLE II: REGIONAL VEHICLE EMISSIONS (tons/day)

<u>Pollutant</u>	<u>1984 Project Emissions¹</u>	<u>1984 Total Regional Emissions²</u>
Carbon Monoxide	.410	2,700
Hydrocarbon	.030	560
Nitrogen Oxide	.030	570
Particulates	.003	510
Sulfur Oxide	.030	190

¹ Based upon a daily average of 21,500 vehicle miles traveled (VMT).

² Association of Bay Area Governments, 1982 Bay Area Air Quality Plan, July 1982.

The proposed project plans are consistent with growth projections and specific transportation control measures contained in the Association of Bay Area Governments' 1982 Bay Area Air Quality Plan.

Construction

Construction activities would generate pollutants in the project vicinity. Trucks and equipment would emit exhaust that would affect neighboring buildings during construction hours. Earth moving and other activities would generate suspended particulates. Emission factors for construction particulates are not available. The San Francisco Building Code in Article 3 states dust should be kept to a minimum; however, specific actions required of contractors in this regard are not identified.

G. NOISE

Traffic

The increase in traffic noise would be less than 1 decibel (dBA) for both the peak hour equivalent steady-state sound level (Leq) and the day-night equivalent sound level (Ldn) along all streets serving the site, except along Shrader Street between Fulton and Hayes. At this location, the noise level would increase by 2 dBA during the p.m. peak hour and the Ldn would increase by 1 dBA. Because an increase of 1-2 dBA is unlikely to be detected by the human ear,¹ project-generated traffic would not alter significantly the noise environment inside or outside any surrounding uses.

MOB Operations

Roof-top mechanical equipment for the MOB has not been selected yet. However, the selected equipment must meet the requirements of San Francisco Noise Ordinance No. 274-72. This ordinance requires that noise from any fixed mechanical equipment not exceed a sound level in the adjacent residential area of 55 dBA between the hours of 7:00 a.m. and 10:00 p.m., or 50 dBA between 10:00 p.m. and 7:00 a.m. The existing ambient noise level on Fulton Street at street level is about 70 dBA (Leq). Because the homes west of the site are adjacent to the MOB property line, careful attention must be paid by project engineers to the design and development of mechanical equipment.

Construction

Noise Sources. Construction of St. Mary's MOB is anticipated to take 20-24 months. During this time, noise levels in the immediate vicinity would be elevated significantly. During excavation, which would take about four months, the major

¹Under controlled laboratory conditions, listening to a steady, unwavering, pure tone sound, a person just barely can detect a sound level change of one-half decibel in the mid-frequency range. When real-life sounds or noises are heard, it is possible to just detect level changes of 2-3 dBA. (Bolt Beranek & Newman, Inc., Fundamentals and Abatement of Highway Traffic Noise, prepared for Federal Highway Administration, June 1973.)

noise sources would be jackhammers, front-end loaders, a crane, and trucks. In their noisiest mode, these pieces of equipment generate noise levels ranging from 83 to 88 dBA measured at a distance of 50 feet. During foundation construction, which would take approximately four more months, the major noise sources would be concrete pumping trucks, trucks, and a crane. In their noisiest mode, these pieces of equipment also generate noise levels from 83 to 88 dBA measured at a distance of 50 feet. During erection of the steel frame, which also would require about four months, the major noise sources would be the crane and the impact wrenches used to bolt the frame together and to bolt metal decking to the frame. These pieces of equipment generate maximum noise levels from 88 to 95 dBA measured at a distance of 50 feet. Closing in and fitting out would require nine months and would be primarily indoors. The major noise sources would be air compressors and power hand tools. Sound levels generated by this equipment are significantly lower (by 15-20 dBA) than during the other phases.

The City's Noise Ordinance No. 274-72, Section 2907 of the San Francisco Municipal Code, contains standards for maximum construction noise levels. Construction contractors must comply with these standards, but the ordinance does not specify contractor actions to ensure compliance. Enforcement of this ordinance is contingent upon possible violations being reported to a City Inspector.

Sensitive Receptors. During the various phases of construction, noise levels at a given sensitive receptor would vary depending upon location of the equipment and the amount of time this equipment is operating at its noisiest. The nearest sensitive receptors to the construction site are the Kendrick Hall Law Library located across Shrader Street from the site, homes located immediately west, patient rooms in St. Mary's North Tower, and the Carmelite Monastery located across Fulton Street from the site. In addition, there are homes located along Shrader Street between Grove Street and Kendrick Hall that are as close as 80 feet away from the project site. The Carmelite Monastery has fixed windows facing the construction site; but the residences, the library, and the Hospital all have operable windows.

During construction activities, noise levels inside the nearest apartment building located just west of the construction site would range from 54 to 82 dBA with the windows closed. The noise levels would be highest when equipment is operating just

outside the building. Without mitigation, maximum indoor noise levels generated during the eight months of excavation and foundation work, at a minimum, would be high enough to interfere with conversation and be annoying, and at a maximum, would be high enough to prevent normal conversation. Homes further west of the site would experience reduced construction noise levels because they are farther away and are shielded somewhat by intervening buildings. For example, the second home to the west would receive maximum noise levels at least 15 dBA lower than the closer home. The maximum sound level in the rear rooms of this home would reach as high as 67 dBA. These noise levels would be high enough occasionally to interfere with conversation. Residences further west on Fulton Street would be exposed to levels 5-10 dBA lower and although construction noise would be occasionally annoying, these levels would not be high enough to interfere significantly with any indoor activities. During erection of the steel frame, maximum instantaneous noise levels, particularly during the period that impact wrenches are being used, would be as high as 87 dBA inside the closest home. This noise level inside a dwelling would render it essentially unusable. It would be difficult to concentrate and impossible to converse. During the final fitting out and closing in of the MOB, sound levels would be significantly lower.

Noise levels inside patient rooms in St. Mary's North Tower would range from 50 to 72 dBA with the windows closed. The limited data available regarding the impact of noise on hospital patients suggest that noise levels above 50 dBA, at best, are not conducive to recuperation from illness, and at worst, may interfere with healing. Without mitigation, then, noise levels inside St. Mary's North Tower would be excessive. Again, during erection of the steel frame, maximum noise levels would occur during the period that impact wrenches are being used and would be about 5 dBA higher than those listed above.

Noise levels inside the Kendrick Hall Law Library would range from 54 to 68 dBA at the work carrels directly adjacent to the exterior wall facing the MOB site, and from 48 to 62 dBA in the library's center. These levels would occur during foundation excavation and construction. When impact wrenches are being used during erection of the steel frame, the maximum noise levels would be 5 dBA higher. The present traffic-generated (Shrader Street) maximum noise levels inside the library are 58

dBA adjacent to the exterior window and 52 dBA in the library's center with the windows closed. Thus, maximum noise levels during construction would be higher than at present. There are no criteria for allowable maximum noise levels in libraries; however, experience shows noise levels above 60 dBA to be distracting.

Noise levels inside the Carmelite Monastery during foundation excavation and construction would range from 43 to 58 dBA. The maximum level of 58 dBA is equivalent to that reached inside the monastery chapel when trucks pass by on Fulton Street. During foundation excavation and construction, the noise levels would not be much higher than existing levels. During the use of impact wrenches, sound levels would be approximately 5 dBA higher, and occasional disturbances could be experienced by those using the chapel.

Construction truck traffic would represent a noise source in addition to those pieces of construction equipment actually operating on-site. Truck traffic would be increased on Shrader and Fulton Streets, particularly past the monastery and the Law Library. During the four-month excavation period, as many as eight trucks per hour would be needed. Maximum noise levels inside the monastery and library would occur more often but would not differ significantly from those presently generated by trucks passing on these streets.

H. POPULATION, HOUSING, AND ECONOMIC FACTORS

Population Impacts

St. Mary's MOB would provide facilities for 100 doctors, 220-230 staff members, and 15 ancillary employees. A St. Mary's 1983 survey of potential occupants indicated that 60% of the potential occupants of the MOB already live in San Francisco (see Appendix D). This figure is nearly identical to one in an earlier survey that indicated 63% of St. Mary's work force lives in the City.¹ While it is possible that some may

¹ St. Mary's Hospital and Medical Center Institutional Master Plan, August 1982, p. 94.

elect to relocate closer to the MOB, it is unlikely that there would be a sufficient number to change the social characteristics of the study area.

With regard to the population impacts of the patients, approximately three-quarters of the 1,077 patients coming to the MOB daily would be from San Francisco, with the greatest numbers coming from the Sunset and Haight-Ashbury Districts. Records maintained by St. Mary's reveal a high proportion of its patients are elderly (in-patient, 32.5%; outpatient, 22.3%) and a majority of its clinic patients are ethnic minorities (57%). These social characteristics differ from the resident population of the study area as shown in Table 4 (page 52). Because the patient population is a transient one (i.e., short-term office visits or relatively brief stays at the Hospital), it would not significantly change the social composition of the study area or result in any displacement. It would, however, represent a sizeable daily influx of new people into the Stanyan-Fulton neighborhood, comprising about 36% of the study area's resident population, and thus increase the area's daytime population density.

Housing

Construction of the MOB would not require any residential demolition. As noted above, there may be a desire on the part of potential occupants to move from their current residence to a location closer to St. Mary's. Two formulas were used to derive the potential estimated demand for housing generated by the proposed MOB. The first formula is from the City's draft revision of the Office Housing Production Program (OHPP), under review by the City and not formally adopted as yet. The existing ordinance, enacted in January 1982, applies only to office development projects located within the City's C-3 District and involving more than 50,000 square feet of new office space.¹ However, there is no evidence to show that the same formula would not apply to office buildings outside the C-3 Zoning District, and it is possible that the Planning Commission may extend the provisions to projects in these "non-C-3 areas" as well. This formula, when applied to estimate housing needs generated by the MOB, yields a requirement of 41 housing units.

¹Number of dwelling units = additional office space in gross square feet x 0.000386. The proposed MOB is 105,000 gross square feet.

The second formula recognized by the City yields a demand for 45-90 housing units.¹ This formula results in estimates of more employment, and hence housing demand, than indicated by the St. Mary's Surveys of potential occupants. Based on St. Mary's proposal to serve 100 doctors and on its survey of staffing requirements, the MOB would accommodate 335-345 employees, or 75-85 fewer than the estimate yielded by the formula. Using St. Mary's Surveys of potential MOB occupants, and accepting all other assumptions as true, the same formula would result in a maximum of 104 new San Francisco residents requiring 74 housing units. This formula assumes that office space vacated by project employees would be filled by new employees, some of whom may desire to live in San Francisco. It does not take into account that some doctors at the MOB would not vacate their old offices. As a result, there would be less vacant space than estimated by the formula, implying fewer new employees and less housing demand. Quantification of this reduction depends on the number of physicians opening more than one office, the staff hired for their offices, and whether the physicians lease their offices to other physicians. Because such information is not possible to predict, the actual housing demand cannot be determined precisely. Thus, the above estimate of 74 housing units should be considered the maximum estimated demand based on the St. Mary's Surveys.

Using 1980 Census data and the City's data on housing changes,² it would appear that there is limited housing available in the study area. The overall vacancy rate for the study area as of 1980 was about 4%, not counting for condominium conversions

¹From the 101 Montgomery EIR (EE80.26, certified May 7, 1981), one employee per 250 gross square feet with 15-30% of the people wanting to move to San Francisco and an average of 1.4 persons per dwelling unit employed downtown. The MOB would employ 420 people (105,000 square feet divided by 250 square feet per employee). Of these employees, 63-126 would want to live in San Francisco (15% x 420 and 30% x 420). The new residents would represent 45-90 households (63 persons divided by 1.4 persons per household and 126 persons divided by 1.4 persons per household).

² San Francisco Department of City Planning, Housing Information Series: Changes in the San Francisco Housing Inventory, 1977-1982.

awaiting sale. The vacancy rate for homeowner units¹ is low (0.6%) compared to the Citywide figure (1.7%) and indicates that homes for purchase are limited. In contrast, the vacancy rate of 4.7% for rental units (compared to the Citywide figure of 4.1%) suggests a better availability for this type of unit in the study area than elsewhere in the City.

The demand for these housing units, however, is difficult to assess. Choice of housing is based on many factors, including job location; financial considerations such as income, savings, equity in other property, and other sources of funds; type of housing desired; need for or interest in the local school system; willingness to commute; and availability of transportation. Individual tastes and needs change over time and the amenities offered by a particular location may change as the location develops and changes in character. Furthermore, under certain circumstances, the supply of housing in a certain location can increase the demand there. If the units were affordable, and potential MOB occupants were interested and willing to move, then the increased demand for housing would lower vacancy rates. If the estimate of housing demand of 74 units were satisfied by households all moving into rental units in the study area, the vacancy rate for rental units would fall from 4.7% to 3.0%. Given the cost of homes, project employees would be unlikely able to afford home ownership; however, most could afford the median rents in the area, assuming 30% of their income goes toward rent and assuming industrywide salary figures for medical office workers (\$11,500 to \$25,200²) are accurate.

¹The U.S. Census defines the homeowner vacancy rate as the number of "year-round vacant units for sale" as a percent of the total homeowner inventory. A unit is considered vacant if no one is living at the unit at the time the census is taken. Year-round vacant units for sale include unoccupied housing units available or intended for purchase for occupancy at any time of the year.

²Based on an assumption that a ratio of housing expenses to income of 30% is affordable. (Office of Housing Production Program Interim Guidelines, January 1982.) Industrywide salaries for medical office assistants, secretaries, and clerks were obtained from the Bay City College of Dental and Medical Assistants and from Bay Area Office/Clerical Wage & Benefit Handbooks by Secretaries of California, Inc.

Economic Impacts

Construction of the MOB would cost approximately \$20 million. Over the 20- to 24-month construction period, an estimated 70 person-years of employment would be involved, generating a total labor cost of about \$5.6-6.3 million.¹ This labor cost would generate approximately \$84,000-94,500 in payroll taxes.² Once in operation, the MOB would provide 335-345 permanent jobs (100 doctors, 220-230 office managers and staff, and 15 others). A conservative estimate of annual payroll tax revenues generated by this employment is \$140,000.³

The initial increase in jobs, representing about 10-12% of the study area's existing work force, would spur secondary employment and income growth through the multiplier effect. This effect recognizes that various sectors in the economy are inter-related and that a change in one triggers changes in others. During project construction, an additional 12 jobs could be stimulated in the San Francisco Bay Area. This construction-related indirect employment would be generated only during the construction period; it would not be permanent. On the other hand, the 335-345 permanent positions once the MOB is completed would have long-term economic effects. It is estimated that an additional 55 jobs would be generated in the San Francisco Bay Area as a result of the multiplier effect. The model used to arrive at these estimates is tailored to the region and does not estimate additional jobs generated directly in San Francisco.⁴

¹ Peter Morris, Cost Estimator, Adamson Associates (project cost estimators), telephone communication, April 10, 1984.

² Based on a payroll tax of 1.5%, according to the Tax Collector, Business Taxes Division, City of San Francisco.

³ Assuming the following salaries: physicians, \$70,000; office managers at wages comparable to executive secretaries, \$19,200; medical assistants and Licensed Vocational Nurses, \$11,500; and ancillary employees, \$15,000. These are based on the low end of industry salary ranges to yield a very conservative estimate.

⁴ ABAG, A 1980 Hybrid Input-Output Model for the San Francisco Bay Region, April 1984, Table VII, p. XIV. The direct and indirect employment multiplier for health services is 1.16.

The project site currently is tax-exempt under the Church and Welfare Tax Exemption. However, the site's use as a medical office building would remove its tax exemptions. Assuming that the estimated development cost of \$20 million represents the value of the property upon completion, the City would receive approximately \$230,000 in annual property tax revenues.¹

The project also would generate other revenues for the City, such as utility taxes on water, PG&E, and telephone use, sewer service charges on wastewater flow, and possibly gross receipt and parking taxes. Estimates of these potential revenues are not presented since they would be based on operations at the proposed MOB which have not yet been detailed, and so would be speculative at this point in time.

I. GROWTH-INDUCING IMPACTS

During the construction phase, the project would require an average of 35 construction employees on-site per day. Over the approximate two-year construction period, this level of activity would generate 70 person-years of construction employment. At peak periods, as many as 40-50 construction workers would be on-site. Once the MOB is ready for occupancy, an estimated 335-345 people would be employed at the project. In addition to the new work force, an estimated daily average of 1,077 patients would visit the MOB. The construction employees, the new staff, and the patients using the MOB would increase local demand for services related to operation of the office and to personal convenience needs. Expenditures on services are estimated to generate indirect and induced employment for about 740 new persons

¹ Based on a property tax rate of 1.15%, per Bill Leal, Appraiser, and Victor Udeloff, Chief of Technical Services, Assessor's Office, City of San Francisco, telephone communication, April 11, 1984.

through the multiplier effect.¹ Such demand could conceivably result in requests to rezone properties in the service area to commercial.

The project could induce additional housing demand in the Stanyan-Fulton neighborhood if MOB staff were to move closer to work and thus lower the area's vacancy rates. However, because it is expected that the number of households moving into the immediate area would be relatively small, there would not be a significant increase in the area's population or in its demand for various community services.

The availability of surplus spaces in the parking garage throughout the day could induce MOB staff and visitors who would otherwise ride transit to drive to the MOB. This would increase traffic volumes on the streets and reduce patronage on MUNI. The actual shift in modes (from transit to automobile) would depend greatly on the rates charged at the parking facility. If the rates were set such that most employees would consider on-site parking affordable, there could be an increase in drivers. On the other hand, if the rates were set the same as at the Clinic garage or higher, it is unlikely any additional traffic would be induced, since there would be little or no incentive for MOB employees or visitors to drive. If they were to drive and were unwilling to pay the parking garage fees, then on-street parking would become even more difficult.

Compared to the No Project alternative and alternatives proposing smaller-sized facilities as described in Chapter VII, Alternatives (beginning on page 111), the MOB would enable St. Mary's to use existing facilities as proposed in its IMP. These improvements could conceivably allow the Hospital to serve additional patients and expand the services offered.

¹ABAG, A 1980 Hybrid Input-Output Model for San Francisco Bay Region, April 1984, Table VII, p. XIV. The indirect and induced employment multiplier for health services is 3.14. Indirect employment includes those jobs created in the region by demand for materials and services used during construction and operation of the MOB. Induced employment includes those jobs created in the region generated by the flow of wages spent in other businesses by the new direct and indirect employees.

J. CUMULATIVE IMPACTS

Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (CEQA Guidelines, Section 15355). An evaluation of cumulative impacts must consider the change in the environment resulting from the incremental impact of the MOB project when added to other closely related past, present, and reasonably foreseeable future projects (op. cit. 15355(b)).

Identification of Potential Projects Affecting Cumulative Impacts

To identify future projects producing related or cumulative impacts, projects under review by the City Planning Department were examined. In addition to reviewing these projects, major institutions in the MOB project area were contacted to determine the status of their institutional development plans. Representatives of UCSF and USF were asked to identify reasonably foreseeable future development not under formal review by the City Planning Department. The resulting list was used to determine projects having physical impacts which could accumulate with those of St. Mary's MOB.

The following criteria were employed to determine which projects to include in the cumulative impact assessment: project increases net density and/or increases the intensity of land use; project has greater height than structure it replaces; project's construction schedule could overlap with that of the proposed MOB; and project is located within the Greater Haight-Ashbury neighborhood. Projects were not included in the cumulative impact assessment if they were a "one-for-one" replacement of existing uses or if they would not affect the setting. Thus, condominium conversion projects and deck additions to residential structures, of which there are many, were not included. The nine projects included in the cumulative assessment are identified in Appendix G.

Cumulative Impacts of Identified Projects

The cumulative effects of future projects in the Greater Haight-Ashbury neighborhood encompassing the Stanyan-Fulton area, the Haight-Ashbury area, the Inner

Sunset, Buena Vista, and Parnassus Heights, result largely from those projects proposed by the area's educational and medical institutions. The City Planning Department has conducted a special assessment of these effects,¹ and it is incorporated as part of this EIR by reference. The statements made herein about cumulative impacts are drawn from that report.

The residents, employees, and visitors at these projects would increase the number of people in the Haight, a neighborhood of about 20,000. The cumulative effect of these projects could be reflected in changes in land use, as the demand for commercial services, restaurants, and drinking establishments grows.

The influx of new people into the area would also result in an increase in traffic on local streets and thoroughfares, amounting to about 420 vehicle trips and 180 transit trips during the peak evening hour. The volume-to-capacity ratios at already congested intersections, such as Stanyan/Fulton and Stanyan/Kennedy, would increase by no more than 3%, and the level-of-service for these intersections would not change. The projects would add about 1,245 new off-street parking spaces while generating a demand for about 725. Nevertheless, competition for on-street parking spaces could increase if these facilities do not provide convenient off-street parking at rates drivers are willing to pay. Increased traffic activity also would increase the level of noise and of automobile exhaust, but these new levels still would be within the accepted standards for changes in ambient noise levels and air pollutant emissions. The maximum impact of the projects would be to increase CO concentrations by as much as 0.4 ppm for the peak one-hour period to 13 ppm, and by as much as 0.1 ppm for the eight-hour period to 6.7 ppm. The most stringent government standards are 20 ppm for one hour and 9 ppm for eight hours.

If the construction phases for the St. Mary's MOB and USF projects were to overlap, nearby residences could be exposed to cumulative noise effects.

¹San Francisco Department of City Planning, Greater Haight-Ashbury Cumulative Assessment Report, December 21, 1984.

K. NEIGHBORHOOD CONCERNS

During neighborhood meetings held for St. Mary's MOB, as well as for other proposed institutional development plans, citizens in the Greater Haight-Ashbury neighborhood voiced their concerns over the cumulative impacts of the proposed projects. Traffic congestion, parking competition, and loss of housing were common issues repeated at these meetings. Citing rising retail rents, greater numbers of restaurants and bars, and a change in existing businesses to satisfy communitywide rather than local needs, the neighborhood's residents feel the area is in transition. Some believe this change in character is prompted, in part, by institutional expansion.¹

Specific concerns about the proposed MOB were heard at seven community meetings held since August 1983. These meetings involved various neighborhood groups, including the Stanyan-Fulton Neighborhood Association, the Haight-Ashbury Neighborhood Council, the Haight-Ashbury Improvement Association, the Lone Mountain Dwellers, the Temescal Terrace Neighborhood Association, the 409 House, the Haight-Ashbury Free Medical Clinic, the Haight-Ashbury Senior Center, and the University Terrace Neighborhood Association. Expressed concerns included the project's impact on traffic, transit, parking availability, noise, and housing demand. The need to examine the project's impacts cumulatively with other institutional projects was identified. Finally, the necessity for a new building was questioned since it was believed that there is unused space in the Hospital.

¹ Sharon E. Dunn, "The Haight Under Siege," The San Francisco Bay Guardian, March 16-23, 1983, Vol. 17, No. 21.

V. MITIGATION MEASURES

In the course of project planning and design, measures have been identified that reduce or eliminate the potential adverse environmental impacts of the proposed project. Some of these measures have been or could be adopted by the project sponsor or project architects and contractors (mitigation measures included as part of the project and presented in the Initial Study are reproduced below), some may be implemented by public agencies, and the rest were not included in the project. The City Planning Commission could require that some or all of these measures be included as a condition of project approval if warranted.

Each mitigation measure and its status is discussed below. Wherever a measure was not included in the project, the reasons are discussed.

A. URBAN DESIGN AND VISUAL QUALITY

Measures Proposed as Part of the Project

Because the project would contrast with adjacent residences on Fulton Street and with residences across Shrader Street and because the City's Urban Design Plan recommends integrating new development with the prevailing development pattern, the project architects attempted to relate the MOB visually to the area's residential and institutional character.

Visual Compatibility. To establish a visual relationship with adjacent residences, the project architects:

- subdivided the MOB facades into modules so that the building does not appear so bulky;
- designed the MOB with a rusticated masonry base, a high proportion of windows to wall space, and a stepped parapet for each module so that the MOB reflects in a more contemporary way the design motif of the adjacent residences; and
- made the parapets nearest the residential units equal to the height of the units.

To establish a visual relationship with adjacent institutions, the project architects:

- used a rusticated masonry base and granite on the walls, similar to the Carmelite Monastery and St. Ignatius Church;
- suggested the use of earth-tone colors for the walls;
- oriented the Fulton-Shrader entrance toward the institutions and set it back from the corner to provide views of them; and
- kept the mass of the MOB low to preserve distant views of the Carmelite Monastery and St. Ignatius Church.

Reduction of Bulk. To avoid giving the MOB a bulky appearance, the building has varying setbacks from the street facade and stepped parapet heights. The site plan also indicates street trees would be planted along the building's Fulton Street and Shrader Street frontages.

Reduction of Glare. To avoid generating obtrusive light or glare that could affect other properties, the MOB would incorporate non-reflective glass and orient major windows to prevent their reflecting sunlight. These design features, together with the project's location on the south side of Fulton Street, would reduce the incidence of reflected sunlight. Exterior lighting for security purposes would be directed inward towards the building to avoid light intrusion on adjacent properties.

The proposed mitigation measures themselves would not generate any environmental impacts.

B. TRANSPORTATION

Measures Proposed as Part of the Project

The MOB would generate a maximum parking demand of 307 spaces. The proposed parking garage capacity would exceed this demand, and the project would not place additional demand on on-street parking spaces, assuming the rates charged were within the range motorists would be willing to pay.

Reduction of On-Street Parking Competition. To assure no increase in on-street parking competition, St. Mary's would undertake two measures:

- adjust the fee structure at the proposed MOB parking garage to provide an incentive for MOB staff and visitors to park there or to encourage ride-sharing and van-pooling; and
- reexamine its parking policy to allow Hospital staff and visitors to use the unused spaces in the proposed garage during daytime hours.

The latter measure takes advantage of the excess parking supply over estimated demand and could reduce on-street parking competition in the immediate area. These measures would not have any adverse environmental impacts, unless they encouraged people to drive who otherwise would use public transit (see discussion on page 96).

Reduction of Vehicular Trips. To minimize the number of vehicular trips generated by the MOB, the project sponsors would extend the existing transportation system management program to MOB occupants. The program currently includes:

- an employee shuttle service from the lower Mission District operated by a private company subsidized by hospitals including St. Mary's;
- ride-sharing coordinators who promote and coordinate car-pooling;
- selling MUNI monthly "Fast Passes" to encourage transit use; and
- installation of bicycle/motorcycle racks, wherever feasible, to encourage modes of transportation other than the automobile.

Construction Period Measures. To minimize disruption of vehicular and pedestrian circulation during the construction period, the project sponsors would undertake the following measures:

- extend the transportation system management program to construction workers;
- seek to provide parking for construction workers either on-site or elsewhere to minimize competition for on-street parking;
- require the construction contractor to install temporary sidewalks for the safety of pedestrians; and

- require the construction contractor to shift construction and storage areas from sidewalks to on-site (possibly to the garage when it is completed) as soon as is practical.

One strategy to accomplish the first two measures would be for St. Mary's to seek approval to use its existing properties as parking areas for construction workers or as areas for materials storage. The effectiveness of this strategy is limited, however, because in residential districts, only property adjacent to a construction site may be used temporarily for construction-related activity upon approval by the City Planning Commission.¹ As a result, St. Mary's would not be allowed by the City Planning Code to use the currently vacant lot at the northeast corner of Shrader and Fell Streets for parking. In addition, potential impacts of this measure include increased noise and localized traffic congestion as workers enter and leave the site.

Measure Not Included as Part of the Project

To reduce on-street parking competition, the Board of Supervisors could adopt a preferential parking program for the area. Such a program usually is initiated by local residents and requires review by the City's Public Works Department. The program would limit long-term on-street parking to authorized vehicles. St. Mary's would have no objections to such a program. Its implementation would not affect St. Mary's MOB visitors, since most visits are short-term, and it could support the Hospital's effort to encourage staff van-pooling and car-pooling. The program could affect Hospital staff, inpatients, and some long-term visitors who park on the street.

MUNI has recommended that the project sponsors waive the right to refuse the attachment of eyebolts to the building to support the overhead wires for trolley coaches. The project sponsors, before deciding on the waiver, would like to discuss the issue further with the Department of City Planning and MUNI. A better understanding is needed of the number of possible eyebolt attachments, their appearance, their implications on the design of the MOB's facade, and their visual implications.

¹The City Planning Commission can authorize a two-year temporary use on the same or an adjacent site for construction purposes as a temporary use per Planning Code, Sections 205 and 205.2(a).

C. AIR QUALITY AND CLIMATE

Measures Proposed as Part of the Project

Construction Period Measures. Several mitigation measures are available to control dust during the construction phase, all of which St. Mary's would require as provisions in its construction contract. The San Francisco Building Code requires dust generation be minimized but does not identify specific measures. The following measures, proposed as part of the project, would satisfy that requirement:

- wet unpaved construction areas at least twice daily to keep soil surfaces moist and create a crust that resists wind erosion;
- clean or wash down City streets adjacent to the site daily to remove mud and debris carried out from the site;
- during construction of the foundation and structure, clean the site and adjacent streets daily to remove litter, debris or loose construction materials;
- water any areas of exposed soils daily until landscaped;
- cover storage piles; and
- use canvas drapes to close in building floors when applying mineral-base insulation to the steel frame.

Construction contracts also would include provisions to minimize exhaust emissions by prohibiting long-term idling by trucks waiting to unload construction materials.

St. Mary's is committed to implementing the above measures not only to reduce environmental impacts but to ensure a safe and healthy environment for its patients. The only potential impact associated with the above measures would be increased siltation of local catch basins and sewer lines during the washing of the adjacent streets. Otherwise, these measures should reduce construction period air quality impacts effectively without adverse effects.

Reduction of Automobile Emissions. Local CO impacts and regional ozone impacts are sensitive to reductions in the number of vehicular trips. Lesser benefits accrue from reducing vehicle miles traveled (VMT) and improving traffic flow. Specific measures to achieve these goals are discussed in the transportation section (pages 102-104).

Reduction of Emission Concentrations in Garage. To reduce effects on pedestrians from garage exhaust, the project architects have proposed exhaust vents be approximately 15 feet above Hospital Drive and vented upward. Two vents are proposed along Hospital Drive to permit greater dilution than would a single exhaust vent.

Measures Not Included as Part of the Project

An additional measure would be a variable-volume garage ventilation system utilizing carbon monoxide or carbon dioxide detectors. Rather than operating full-time, this type of ventilation system is turned on automatically only when a certain level of carbon monoxide or carbon dioxide is detected. As a result, the system can offer both energy cost savings and carbon monoxide protection. St. Mary's has not decided whether a variable-volume garage ventilation system should be included. The Hospital must consider the cost of installing the system relative to the potential energy cost savings. The system would not generate any adverse environmental impacts and could represent a cost savings for St. Mary's, as well as reduce operational noise.

D. NOISE

Measures Proposed as Part of the Project

Reduction of Operational Noise. To mitigate ambient outside noise levels from disturbing MOB occupants, and to conform with the Transportation Noise section of the Environmental Protection Element of the Comprehensive Plan, the project sponsors will have an acoustical analysis prepared under the supervision of a qualified individual with experience in acoustical engineering who would certify that construction of the MOB conforms to the recommendations of said analysis. This analysis also would contain recommendations to ensure the MOB's mechanical equipment would not generate noise that could disturb occupants of adjacent buildings. The report would be submitted along with the building permit application.

Construction Period Measures. The primary noise impacts would occur during the construction phase. To mitigate construction noise effects on nearby sensitive

receptors, St. Mary's would have construction contractors erect a noise barrier 12 feet high around the construction site. The noise barrier would have no entrances or holes in the side facing the residences to the west. The barrier would shield the lower units of the apartment building to the west, the monastery, the lower floors of the Hospital, and the Kendrick Hall Law Library from much of the excavation and foundation noise at or below the existing grade. The barrier would reduce noise levels at these locations by 15-20 dBA. Maximum noise levels inside the closest home west of the site would range from 34 to 67 dBA during foundation, excavation, and construction. This barrier not only would shield the first home from this noise but also subsequent homes. However, the noise barrier would not prevent construction noise from reaching the upper floors of the Hospital or the adjacent apartment building. Section 2908 of the Noise Ordinance prohibits construction work between 7:00 p.m. and 7:00 a.m. if the noise from such work would exceed the ambient noise level by 5 dBA at the property line, unless a special permit is authorized by the City Department of Public Works. In its construction contracts, St. Mary's can further limit the times when particular equipment is used so as not to disturb occupants of the surrounding buildings.

Measures Not Included as Part of the Project

The use of impact wrenches during the frame erection phase would cause the maximum instantaneous noise levels. St. Mary's could consider an alternative way of attaching the frames and decking. For example, the frame could be erected using a form of continuous welding which would eliminate the need to use impact wrenches. With continuous welding, noise levels during this construction phase could be reduced by roughly 15-20 dBA, to those levels currently generated by traffic. Alternative ways of bolting frames and decks are less efficient and more costly and would require further consideration by St. Mary's.

Noise generated during the steel framing phase could be mitigated further by installation of gypsum board or plywood over the Hospital windows facing the site, and with permission of the tenants and property owners, on the windows of the homes adjacent to the site and of the Kendrick Hall Law Library. The gypsum board or plywood would be attached to the exterior of these buildings, and the space between the plywood or gypsum board and the existing windows would be filled with cavity

insulation. Such installations must comply with all health and building codes which require light, ventilation, and emergency access. This treatment would reduce noise by approximately 15 dBA, so that indoor activities in the nearest sensitive receptors would not be disturbed. However, this measure would block sunlight from entering the buildings as well as the views of their occupants. St. Mary's has rejected this measure because the cost of covering the North Tower windows alone probably would be prohibitive and blocking sunlight would be undesirable.

Other mitigation would be for St. Mary's to relocate patients from the North Tower. This proposal is infeasible since it could involve as many as 170 patients. There would be nowhere to relocate them, and some rely on specialized equipment not available elsewhere.

E. COMMUNITY SERVICES

Measures Proposed as Part of the Project

Reduction of Solid Waste. Either a trash compactor or a shredder would be included in the project to reduce the volume of solid waste stored at the project site.

VI. UNAVOIDABLE SIGNIFICANT IMPACTS

This chapter is intended to identify adverse impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the proposed project, or by other mitigation measures that could be implemented, as described in Chapter V, Mitigation Measures. The designation of significant impacts is subject to final determination by the City Planning Commission as part of their certification process. This Chapter VI in the Final EIR will be revised, if necessary, to reflect the Commission's findings.

The proposed MOB is not expected to have any long-term adverse environmental impacts. Although the project would increase traffic, create new shadows, and alter the visual appearance of the area, these changes are not considered environmentally significant. Although noise levels would be raised substantially during construction, this would be a short-term impact and therefore would not constitute a significant adverse impact on the environment.

VII. ALTERNATIVES TO THE PROPOSED PROJECT AND THEIR IMPACTS

The California Environmental Quality Act (CEQA) requires that a "No Project" alternative and a range of reasonable alternatives to the proposed project and to its location be examined and compared. Reasonable alternatives include those that feasibly could attain the basic objectives of the project. The following discussion focuses on the capability of several alternatives to reduce or eliminate identified significant adverse environmental impacts.

A. NO PROJECT

Short Term

Under the No Project scenario, the proposed MOB would not be constructed, and the project site would remain vacant for the short term. This is essentially a do-nothing alternative. The environmental effects of the No Project scenario in the short term would be superior to those associated with the proposed project. Since the site would remain vacant, there would be no shading effects, or building scale and height incompatibilities. No dust would be generated as would occur during the MOB's construction; and no increases in noise, traffic, or air pollutant emissions would occur as is expected with the MOB's construction and operation. The No Project scenario has been rejected by the project sponsors because it would not conform to St. Mary's IMP which outlines a development program expanding the medical center's health care services.

Long Term

In the long term, the project site would be developed, either by St. Mary's or by another party, although this latter scenario is unlikely as Hospital officials have indicated their intention to retain ownership of the site. Nevertheless, both alternatives are examined below for their environmental implications.

Medical/Institutional Alternative. According to St. Mary's management, the Hospital would seek to revise its IMP to accommodate some other medical facility on the site, if construction of an MOB were precluded. However, the nature and purpose of this facility are undetermined, since the site has always been contemplated for an MOB. This alternative was rejected by the project sponsors because it does not conform to the IMP or to their objectives for an MOB.

Housing Alternative. A long-term alternative use for the project site under current zoning regulations would be housing. Under existing zoning, the site theoretically could be developed with at least eight separate structures, each containing three units for a total of 24 units. Under a Conditional Use authorization, the site could be developed with just one structure housing 24 units (based on a permissible density of one dwelling unit per 1,000 square feet of lot area). If the site were developed with individual structures, the buildings typically would be 2-3 stories high. If the site were developed with just one structure, it probably would be two stories of one- and two-bedroom units over parking (three stories total).

Assuming a single structure were developed, the construction period would be shorter than for the MOB since extensive excavation would not be required. Consequently, traffic congestion caused by the trucks needed to haul away excavated material would not occur. In addition, the major construction equipment needed to erect the steel frame for the MOB would not be required for a three-story residential structure. Once constructed, the building would generate less traffic than the MOB. It would result in about 170 vehicle trips, or approximately 4% of the vehicle trips that would be generated by the MOB. Regulations in the Planning Code require one off-street parking stall for each unit. Consequently, the housing alternative could generate less on-street parking competition than the MOB which, although it provides sufficient spaces to meet demand, would charge customers to park in its off-street facility.

Because it would not attract as many people to the area as would the MOB, the housing alternative would pose fewer noise, traffic, and parking problems. The building would not generate payroll taxes or sales taxes and thus would be less attractive fiscally. In terms of land use compatibility, the land uses to the immediate north, east, and south are largely institutional, while much of the study area,

including the rest of the block to the west, is residential. The MOB would be more tolerant of the area's existing noise, although noise attenuation measures can be employed that would make a residential use compatible with the area's ambient noise level. In addition, construction of an apartment building would conform to the City-wide Land Use Plan, which designates the area for residential use.¹ Visually, the height of the residential building's Fulton Street elevation probably would be comparable to that of the adjacent buildings, but its long Fulton Street frontage would be at a scale different from the narrower adjacent lots. An apartment complex on the proposed MOB site could conform to the City's Urban Design Plan, which calls for new development to be compatible with prevailing development.

The project sponsor has rejected the housing alternative, because the Hospital is not in the business of residential development. Although its parent corporation, Mercy Services Corporation, has undertaken residential projects, most recently at Mercy Terraces, those projects were off-campus and funded through federal housing programs no longer available. Residential development could occur only if the site were sold, and St. Mary's intends to retain ownership. Consequently, this long-term alternative for the site is not a viable one.

B. ALTERNATIVE LOCATIONS FOR THE PROJECT

Under the long-term No Project scenario, with St. Mary's maintaining ownership of the site, the project sponsors still would hope to provide medical office space readily accessible to the Hospital. Several options exist to provide this space: erect a medical office building at another nearby location, operate smaller satellite offices, or remodel St. Mary's existing facilities for offices.

¹San Francisco Department of City Planning, Land Use Section of the Master Plan of the City and County of San Francisco, Plate I, 1958.

Alternative Off-Campus Sites for MOB

Within the study area, there are four vacant lots, besides that of the proposed project site. None of these sites could accommodate anything beyond a small medical office because of their limited size. The purchase of other sites would involve land acquisition and displacement of residences and/or businesses. The use of properties already owned by St. Mary's parent corporation similarly would involve residential displacement. This encroachment on residential areas by institutional expansion is discouraged by policies in the City's Residence Element. Thus, the alternative of erecting an MOB at another site in the study area has the potential for even greater adverse impacts than the proposed project.

It is conceivable that St. Mary's could construct an MOB outside the study area. If the selected site were in a nearby commercial area, such as along Geary Boulevard or Haight Street, the MOB would be permitted by right, according to City zoning regulations. An impact of locating the MOB outside the study area, either as a single structure or as a series of satellite offices, would be increased traffic. Under the proposed project, physicians were estimated to make four trips per day and visiting patients two trips per day. If the MOB were to be located outside the study area, not within walking distance, physicians would need to make additional vehicular trips to the medical facilities and to their offices. Similarly, patients may have to visit their doctor at one location and then travel to a laboratory or pharmacy elsewhere. These additional trips not only would increase the inconvenience experienced by the physicians and patients, but also would increase traffic volumes on local streets, as well as marginally raise noise levels and air pollutant emissions. The actual impact this additional travel would have on the circulation system depends upon a number of unknown variables: the location and number of medical offices, the routes available to travelers between the offices and the Hospital, the existing volumes on those routes, and the travel-generating characteristics of the alternative land use that would be developed on the project site. Consequently, it cannot be determined how local traffic conditions would change.

This alternative has been rejected by the project sponsors because neither physicians nor patients would have immediate access to the medical facilities, resulting in greater inconvenience for both. In addition, the proximity of offices to hospitals has

become a marketing tool used by health institutions to attract new physicians. Although St. Mary's still would continue to function without an MOB, it would not be improving its health care services as planned in its IMP and in its Statement of Purpose for the MOB (see page 11).

Alternative On-Campus Site for MOB

An alternative to satellite locations and to the proposed site would be to locate a medical office facility elsewhere on campus either within one of St. Mary's existing structures or on one of its parking lots. Several options for providing medical office space were examined during development of the IMP.¹ They include remodeling the existing South Wing; remodeling St. Mary's Hall; and remodeling the top floors of the Clinic. These were determined to be infeasible, for reasons explained below.

Remodel South Wing. The South Wing is about 75,400 gross square feet (40,900 square feet is useable) and currently houses the departments of radiation therapy, physical medicine and rehabilitation, the alcohol care program, certain psychiatric services, and occupational therapy. Its use for medical offices was rejected by St. Mary's because space in the South Wing is more appropriate for patient-related functions; it is inadequate to accommodate the proposed number of physicians; renovation costs would be high; and such a conversion would limit the Hospital's ability to expand its departments or programs in the future. Remodeling the South Wing would require relocating or eliminating some present services because they require more space than exists in the main Hospital building.

Assuming the South Wing were converted for medical office use, it could accommodate about 75 physicians (at 1,000 gross square feet per physician), or three-quarters of the occupancy of the proposed project. If St. Mary's were to settle for this alternative, the long-term environmental effects would be less than under the proposed project, assuming the displaced departments and services were relocated to the project site. The effects would be less for two reasons. First, since the MOB would

¹St. Mary's Hospital and Medical Center Institutional Master Plan, August 1982, p. 189.

accommodate only 75 physicians and staff, the traffic-related impacts of congestion and air pollutant emissions would be 75% of those of the proposed project. Noise levels would not change by a detectable amount because they are not related to traffic volumes in a linear fashion and because the change projected by the proposed project is insignificant. Parking-related impacts would depend on whether adequate off-street parking facilities (satisfying an estimated demand for 230 spaces) were provided. A second reason that environmental effects would be less under this alternative is that the new structure built on the proposed project site to accommodate the displaced departments and services would be smaller than the proposed 105,000-square-foot MOB. Given the present MOB plans, the top two floors (Levels 4 and 5) could be eliminated and offer nearly enough space for the relocated services. With the two top floors removed, the building height would be about 40 feet, or within several feet of the heights of the adjacent apartment building and the USF library across the street. Thus, this alternative not only would eliminate the height incompatibility of the proposed project but much of its shading effects as well.

Construction impacts would be significant since the site still would need excavation for underground parking. However, the excavation/foundation phase would be shorter than with the proposed project since only three parking levels would be needed instead of five. As a result, the impacts from this phase, which are primarily dust generation and noise in the 83-88 dBA range, would not occur over as long a period of time. Similarly, the frame construction and fitting out phases would be shorter, reducing their noise and traffic-related impacts.

Remodel St. Mary's Hall. St. Mary's Hall houses various Clinic offices within its approximately 65,600 gross square feet (about 42,000 square feet is useable). The alternative of remodeling the facility was rejected because it would be expensive, most likely exceeding the cost of replacing the entire building. Furthermore, St. Mary's Hall itself does not offer enough space to meet the Hospital's anticipated needs for office space.

The St. Mary's Hall alternative would accommodate 65 physicians and staff. The number of patient visits would decrease from 1,077 under the proposed project to 700. The traffic and air pollutant emission impacts would be approximately 65% of those identified for the proposed project. The Clinic offices currently housed in St.

Mary's Hall could be relocated to the proposed project site in a structure smaller in size and scale than the proposed MOB. The relocated Clinic offices would require a three-story building occupying the entire project site. Under this alternative, the structure would be similar in height to adjacent buildings, thereby eliminating height incompatibilities and reducing shading effects. This proposal would still require extensive excavation (approximately three levels), and the construction impacts therefore would be comparable to those of the South Wing alternative but less than those of the proposed project.

Remodel Clinic. The top floors of the Sister Mary Philippa Memorial Clinic could be converted to medical offices and supplement office space in St. Mary's Hall. These floors contain approximately 29,000 gross square feet, and when combined with St. Mary's Hall, this alternative would have about 94,600 gross square feet. The impacts of this remodeling effort and the construction of a structure on the proposed MOB site to house the displaced uses would be similar to those of the St. Mary's Hall alternative. This alternative was rejected by St. Mary's because conversion of the Clinic would entail disruption and relocation of services. Hospital administrators concluded that the cost of relocating the Clinic in the Hospital to garner only 16,000 useable square feet of office space would not be cost-effective.

Convert Unused Patient Rooms. It also has been suggested that the Hospital convert some underutilized or unused patient rooms to offices. The Hospital's license with the State Department of Health specifies the number of beds to be made available. If patient rooms were remodeled for permanent office use, the number of beds on its license would be lower. Staff planners at the Hospital believe this would limit the provision of health care services in the future and do not believe a reduction in beds is warranted. Moreover, patient rooms were not designed in a way to facilitate conversion to medical offices. Any remodeling would be extensive and expensive, and to achieve the desired amount of office space, more floors would have to be converted than the Hospital could afford. Finally, this alternative was rejected because it would place patients in a position of mixing with more acutely ill patients and with general Hospital traffic. Patients expect a different setting when they are visiting their physicians than when they are inpatients. Thus, St. Mary's concluded that the circulation of these two different clienteles should be kept separate.

Construct MOB on the Doctor's Lot. The Doctor's Lot (also known as the West Lot) is a parking area with 78 reserved spaces for physicians and one space for the handicapped. It is located on the western one-half of the campus, between St. Mary's North Tower and South Wing. To develop an MOB of the same square footage as the proposed project would not require full use of the lot. The portion that would be used for an MOB is approximately 21,000 square feet, slightly less than the 24,400-square-foot project site. Access to an MOB here would be via an existing driveway on Hayes Street, approximately 60 feet east of the Stanyan/Hayes intersection.

At this location, the project would be viewed against existing medical buildings and would not contrast with residential structures in the surrounding areas. At six stories high, the MOB would serve as a transition in scale from the six-story South Wing located at a lower elevation to the taller North Tower at a higher elevation. It also would visually reduce the mass of the North Tower as viewed from the south. Because the floor area of this alternative is identical to that of the proposed project, increases in traffic volume, parking demand, and daytime population density would be comparable to those associated with the proposed project. The distribution of traffic in the immediate area could change slightly: fewer trips would be expected along Shrader Street and more would be expected along Hayes Street. During the construction period, the residential structures along Fulton Street and the Law Library would be affected less severely by noise than with the proposed project since the North Tower effectively screens these areas from the Doctor's Lot.

This alternative would reduce the environmental impacts of the proposed MOB; however, if the project site were subsequently developed with the Central Building proposed by the IMP to be built in this parking lot, the ultimate impacts of the combined projects generally would be the same as if the two developments were built as proposed in the IMP. Currently, the Hospital's IMP proposes that the Doctor's Lot be developed at a later phase for diagnostic and treatment services and for patient rooms. If the Doctor's Lot is used for the MOB as proposed by this alternative, then Hospital services and patient rooms would need to be relocated, presumably to the proposed MOB site. In the IMP, the Central Building is contemplated to be six stories high, like the MOB. Consequently, if the Central Building were built at the proposed MOB site, it would impose shading, visual, and design impacts similar to the proposed project. Since underground parking would be required and building

construction activities would not differ appreciably, it is expected that short-term construction impacts also would be similar to those of the proposed project.

This alternative was rejected by the project sponsor because the Central Building on the Doctor's Lot (as proposed in the IMP) represents a more efficient location of Hospital resources and services. The Central Building would be integrated with facilities in the North Tower and South Wing, allowing certain departments to be grouped more closely, facilitating interaction and avoiding lengthy circulation. This opportunity would be limited were the Central Building and MOB sites to be switched. For this reason, the IMP proposed, and the Hospital still concurs, that the MOB should be at the southwest corner of Shrader and Fulton Streets.

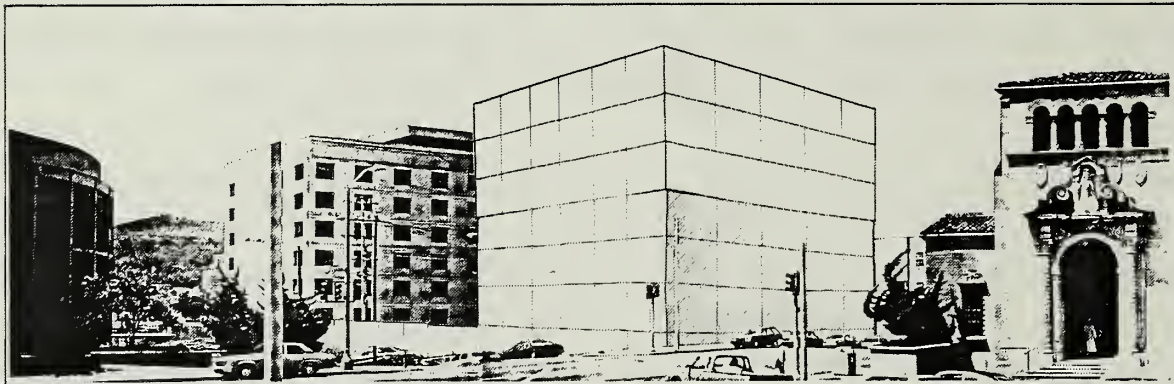
In summary, alternative locations for the MOB were considered and found to be undesirable by St. Mary's because they would not offer sufficient space to accommodate the desired number of physicians, they would involve expensive remodeling, they would result in less efficient operation, or they would require disruption and relocation of existing services without available space to accommodate them elsewhere.

C. ALTERNATIVE IN COMPLIANCE WITH CITY PLANNING CODE

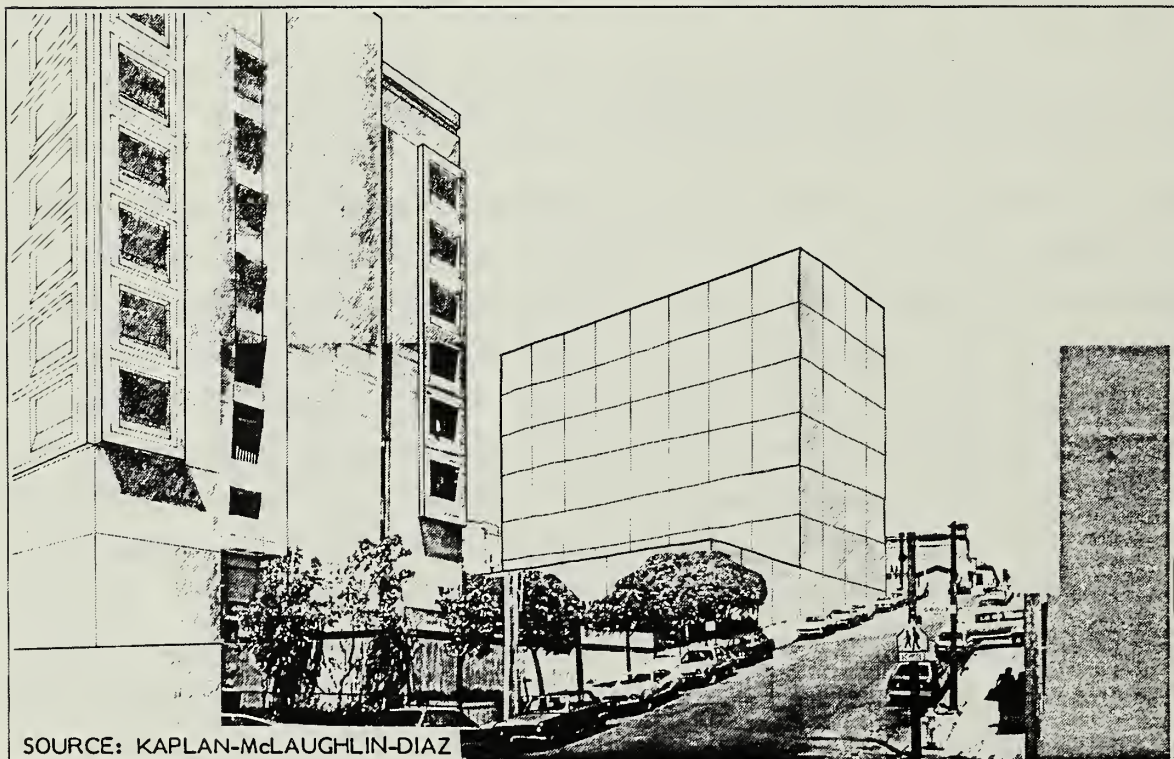
The proposed MOB would need to be reviewed as a Conditional Use and as a Planned Unit Development because it does not conform to applicable City Planning Code regulations for floor area ratio, rear yard setbacks, and maximum plan and diagonal dimensions. This alternative proposes the maximum allowable development complying with the site's development regulations. The resulting MOB would encompass nearly 55,000 gross square feet in six stories above Fulton Street, compared to the project's 105,000 gross square feet in six stories. The project architect's initial concepts of the building envelope appear in Figure 19. The building would be approximately 110 feet along Fulton Street and 80 feet along Shrader Street. Each floor would enclose about 8,800 gross square feet and the building would not have setbacks or terraced levels. Parking for about 170 vehicles on three levels would be provided beneath the building.



Fulton Street Looking East



Fulton/Shrader Intersection



SOURCE: KAPLAN-McLAUGHLIN-DIAZ

Shrader Street Looking North

**FIGURE 19 55,000 SQUARE FOOT
ALTERNATIVE MOB**

The building could accommodate approximately 55 doctors and staff estimated at about 125. With a project approximately 45% smaller in terms of building square footage and staff, construction as well as long-term impacts on noise, traffic, parking, and population density would be reduced relative to the proposed MOB. Physicians and staff of the MOB would generate about 520 daily trips, and the projected 595 patient visits per day would add another 1,190 trips, or about 55% as many as the proposed project. The increase in vehicular traffic would not change the levels-of-service of the intersections in the vicinity. The associated air pollutant emission and noise levels would be marginal and practically indistinguishable from the No Project alternative. Because this structure would require three levels of parking rather than the five needed by the proposed project, the construction period would be shorter and would involve fewer trucks, particularly during the excavation/foundation phase. Moreover, since the overall building space is smaller, the traffic and noise disturbances would occur over a briefer time frame. However, because the building still would be approximately 80 feet high and have a 110-foot wall along Fulton Street, it would be at a larger scale than adjacent residential buildings.

The number of doctors accommodated by this alternative would not satisfy St. Mary's program. To attain its goals, St. Mary's could also consider conversion of the Clinic building, a phase proposed in St. Mary's IMP, but scheduled for a later period. The conversion would involve remodeling the Clinic's fourth and fifth floors, as well as adding two additional floors, and would provide space for about 40 doctors. Together, the two buildings would encompass approximately 100,000 gross square feet of office space for about 95 doctors.

The 55,000-square-foot MOB alternative alone was not considered feasible by St. Mary's, because it would require the Hospital to charge higher rents to cover construction costs which still would be high because of the need to excavate. The higher rents would deter physicians from relocating their offices to the MOB. The alternative of combining a 55,000-square-foot structure with Clinic remodeling encounters some of the same problems identified earlier: the high cost of remodeling and the problem of accommodating dislocated services with no space available on-campus.

D. ALTERNATIVE IN COMPLIANCE WITH PROPOSITION K

In June 1984, City voters passed Proposition K, the sunlight ordinance. The ordinance generally does not permit any structures over 40 feet high to create new shadows on properties under the jurisdiction of the City Department of Recreation and Parks between one hour after sunrise and one hour before sunset. A project alternative has been developed that would avoid shading Golden Gate Park during these critical hours.

Measured from Fulton Street, the building would be three stories high with a mechanical penthouse. The top of the third story would be nearly 40 feet high and with the penthouse, the entire structure would be under 55 feet. The project architects' initial concepts of the building envelope are illustrated in Figure 20. The design would be the same as the proposed MOB as described in Chapter II, Project Description, except that the fourth and fifth floors would be eliminated. The shorter MOB would enclose about 75,000 gross square feet and be able to accommodate 75 physicians (75% as many as the proposed MOB). It is estimated that the MOB would need approximately 230 spaces of underground parking to satisfy the parking demand, assuming 75% of the peak demand for the proposed MOB.

A three-story MOB would eliminate some of the visual impacts created by the proposed taller, six-story project. It would be similar in height to adjacent residential structures and to the USF Law Library across Shrader Street. However, the MOB's building dimensions would be at a greater scale than those of the residences. It would obstruct close-up views of the Carmelite Monastery from the south and of the USF Law Library from the west. With 75 physicians, the MOB would accommodate fewer staff and patients: approximately 175-185 staff members compared to 235-245 for the proposed project, and about 800 patients per day compared to 1,077 for the proposed project.

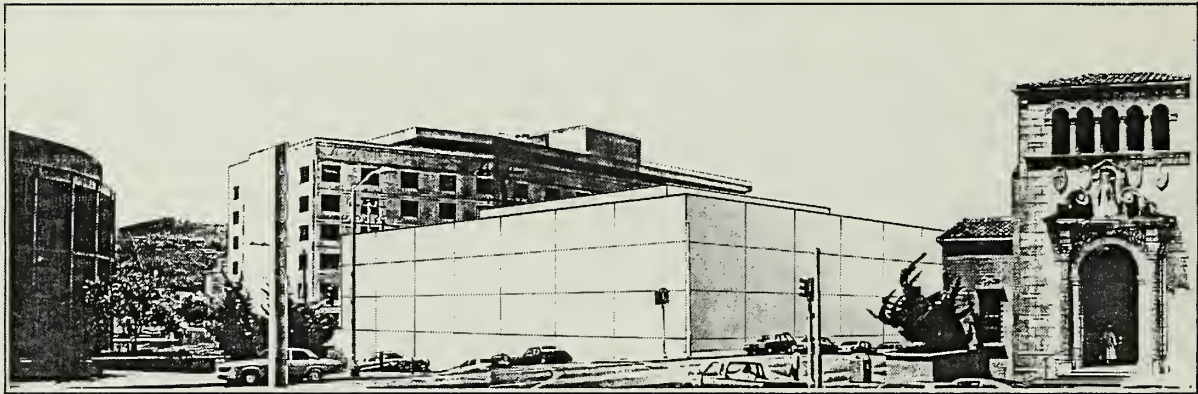
The reduced staff and patient load would result in fewer person trips made to and from the MOB. Compared to the 4,186 daily trips under the proposed project, this alternative would generate 3,140 daily trips. As with the proposed project, these trips result in more traffic on local streets but would not change significantly the

levels-of-service at nearby intersections. This alternative would not shade Golden Gate Park. With fewer staff, there would be a lower housing demand, and property taxes, user charges, payroll tax revenues, and the multiplier effect on employment and income would be diminished by roughly 75%, compared to the proposed project. This alternative would not offer sufficient floor space to accommodate the number of physicians desired by St. Mary's.

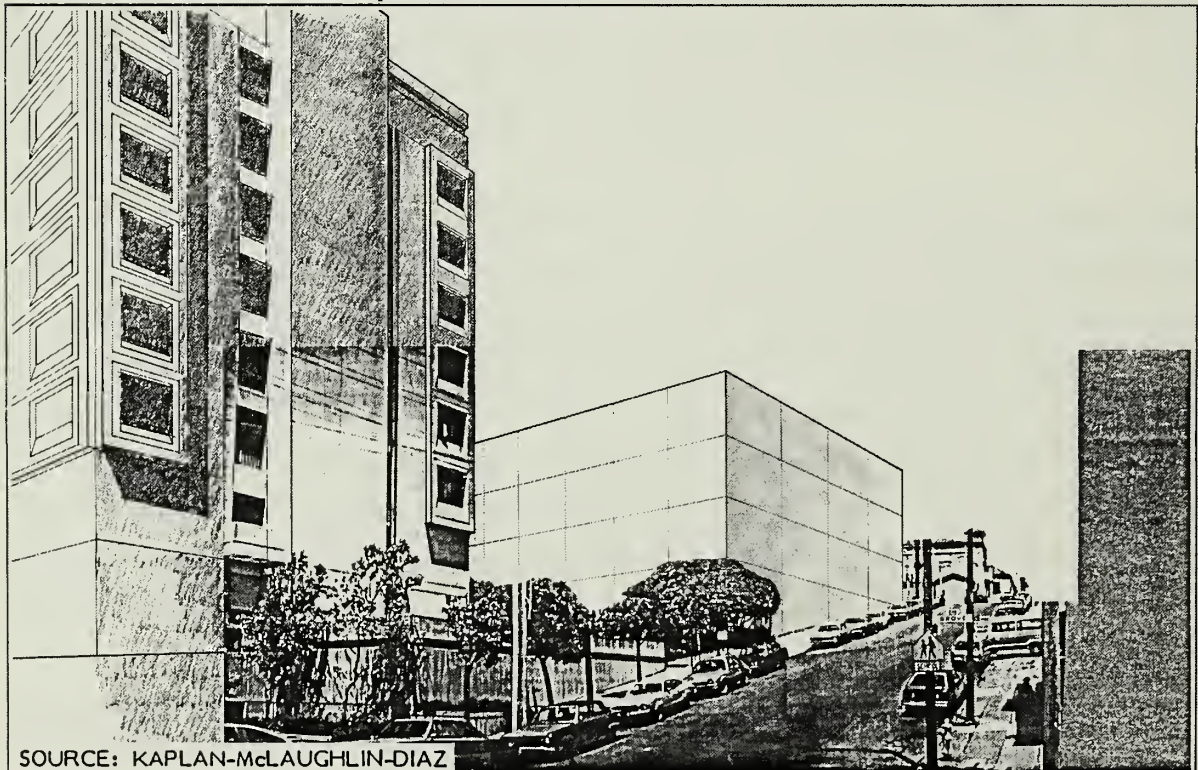


75,000 SF

Fulton Street Looking East



Fulton/Shrader Intersection



SOURCE: KAPLAN-McLAUGHLIN-DIAZ

Shrader Street Looking North

FIGURE 20 ALTERNATIVE IN COMPLIANCE WITH PROPOSITION K

VIII. EIR AUTHORS AND CONSULTANTS; ORGANIZATIONS AND PERSONS CONSULTED

A. EIR AUTHORS

San Francisco Department of City Planning
450 McAllister Street, Fifth Floor
San Francisco, CA 94102
Environmental Review Officer: Alec Bash
Assistant Environmental Review Officer: Barbara W. Sahm
Project Coordinator: Paul Rosetter

B. EIR CONSULTANTS

Sedway Cooke Associates
350 Pacific Avenue, Third Floor
San Francisco, CA 94111
Prime Consultant: Project Description; Urban Design and Visual Quality;
Shadows; Social, Housing, and Economic Factors; Mitigation Measures; and
Alternatives.
Principal-in-Charge: Paul Sedway, AICP
Staff: Rod Jeung, AICP, Fred Etzel, AICP, Robert Rhine, Pat Smith, Jack
Schnitzius

DKS Associates
1419 Broadway, Suite 700
Oakland, CA 94612
Subconsultant: Transportation
Principal-in-Charge: William Dietrich
Staff: Rick Dowling, Wayne Cotrell

Charles M. Salter Associates
930 Montgomery
San Francisco, CA 94133
Subconsultant: Noise
Staff: Rich Illingworth

Donald Ballanti
1424 Scott Street
El Cerrito, CA 94530
Subconsultant: Air Quality and Climate; Wind
Staff: Donald Ballanti, Certified Consulting Meteorologist

C. PROJECT SPONSORS

St. Mary's Hospital and Medical Center
450 Stanyan Street
San Francisco, CA 94117
Cathy Garzio, Director of Planning

D. PROJECT ARCHITECTS

Kaplan/McLaughlin/Diaz
222 Vallejo Street
San Francisco, CA 94111
Mitchell Green
Erica Ling

E. CITY AND COUNTY OF SAN FRANCISCO

Assessor's Office
City Hall
San Francisco, CA 94102
Victor Udeloff, Chief of Technical Services
Bill Leal, Appraiser

Board of Tax Collector, Business Tax Division
City Hall
San Francisco, CA 94102
Virginia Thomason, Auditor

Department of City Planning
450 McAllister Street
San Francisco, CA 94102
Robert Feldman, Information Supervisor
Jonathan Malone
William Hardee

Clean Water Program
770 Golden Gate Avenue, Room 200
San Francisco, CA 94102
Nathan Lee

Fire Department, Support Services
260 Golden Gate Avenue, Room 210
San Francisco, CA 94104
Edward J. Phipps, Assistant Chief

Mayor's Office of Emergency Services
814 Mission Street
San Francisco, CA 94103
Tom Jenkin, Architect

E. CITY AND COUNTY OF SAN FRANCISCO (continued)

Police Department, Crime Analysis
850 Bryant Street, Room 500
San Francisco, CA 94103
Hal Waterman, Senior Management Assistant

Public Works Department, Traffic Engineering Division
City Hall
San Francisco, CA 94102
Tze-Ten Yang, Assistant Traffic Engineer

Solid Waste Management Plan
289 City Hall
San Francisco, CA 94102
David Gavrich, Manager

Water Department
City Distribution Division
1990 Newcomb Avenue
San Francisco, CA 94124
George Nakagaki, Manager

F. OTHER AGENCIES AND ORGANIZATIONS

Bay Area Air Quality Management District
939 Ellis Street
San Francisco, CA 94109
Irwin Mussen

California Archeological Inventory,
Northwest Information Center
Department of Anthropology
Sonoma State University
Rohnert Park, CA 94928

California Department of Fish & Game
1416 - 9th Street, Room 1225
Sacramento, CA 95814
Suzanne Wall, Management Services Technician

California Water Resources Control Board,
San Francisco Bay Region
1111 Jackson
Oakland, CA 94607
Harold Singer, Chief of Toxics

Golden Gate Disposal Company
900 Seventh Street
San Francisco, CA 94107
Dino Queirolo, Vice President

F. OTHER AGENCIES AND ORGANIZATIONS (continued)

Metropolitan Transportation Commission
Hotel Claremont
Berkeley, CA 94705
Bill Hein, Deputy Executive Director

Pacific Gas & Electric Company
245 Market Street, Room 741
San Francisco, CA 94106
Ken Austin
Alfred Williams

Pacific Telephone
150 Hayes Street, Room 503
San Francisco, CA 94102
W.R. Warren, Manager-Engineering

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District CEQA Coordinator

California Department of Transportation
Public Transportation Branch
PO Box 7310
San Francisco, CA 94120
Attention: David Tannehill

State Office of Intergovernmental
Management (10)
State Clearinghouse
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Sacramento, CA 95814

B. REGIONAL AGENCIES

Association of Bay Area Governments
P.O. Box 2050
Oakland, CA 94604

Bay Area Air Quality Management
District
939 Ellis Street
San Francisco, CA 94109
Attention: Irwin Mussen

C. CITY AND COUNTY OF SAN FRANCISCO

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450 McAllister Street
San Francisco, CA 94102
Attention: Robert Levy, Superintendent

City's Attorney's Office
Room 205, City Hall
San Francisco, CA 94102
Attention: Paula Jesson, Deputy City
Attorney

Landmarks Preservation Advisory Board
450 McAllister Street
San Francisco, CA 94102
Attention: Jonathan H. Malone

Mayor's Economic Development Council
100 Larkin Street
San Francisco, CA 94102
Attention: Bill Witte, Director

Mayor's Office of Housing and
Economic Development
100 Larkin Street
San Francisco, CA 94102
Attention: Gail Goldman

Public Utilities Commission
949 Presidio Avenue, Room 510
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Attention: Tom Jordan, Director Bureau
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Fell and Stanyan Streets
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Division of Streets and Highways
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San Francisco, CA 94102

San Francisco City Planning Commission
450 McAllister Street
San Francisco, CA 94102
Attention: Lee Woods

San Francisco Department of Public
Works
Bureau of Engineering
Division of Streets and Highways
45 Hyde Street, Room 208
San Francisco, CA 94102
Attention: Tim A. Molinare

Toby Rosenblatt, President
Susan Bierman
Roger Boas
Norman Karasick, Alt.
Jerome Klein
Yoshio Nakashima
C. Mackey Salazar
Douglas G. Wright, Alt.
425 Mason Street, 7th Fl.
San Francisco, CA 94102

San Francisco Department of Public
Works
Mechanical Engineering Section
45 Hyde Street, Room 222 -
San Francisco, CA 94102
Attention: Vijay K. Gupta

San Francisco Department of Public
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Traffic Engineering Division
460 McAllister Street
San Francisco, CA 94102
Attention: Scott Shoaf

San Francisco Fire Department
260 Golden Gate Avenue
San Francisco, CA 94102
Attention: Ed Phipps, Chief,
Division of Planning and Research

San Francisco Municipal Railway
MUNI Planning Division
949 Presidio Avenue, Room 204
San Francisco, CA 94115
Attention: Peter Straus

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San Francisco, CA 94102
Attention: Wallace Wortman,
Director of Property

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San Francisco, CA 94102
Attention: Hal Bruno, Assistant Manager

D. GROUPS AND INDIVIDUALS

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San Francisco Chapter
790 Market Street
San Francisco, CA 94102

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Chatter Commercial Brokerage Co.
Market Research Department
Two Embarcadero Center #1860
San Francisco, CA 94111

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870 Market Street, Room 1119
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101 California Street, Suite 900
San Francisco, CA 94111

Coalition for San Francisco
Neighborhoods
Dorice Murphy
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San Francisco, CA 94114

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Alex Diamondidas
58 Varnnes
San Francisco, CA 94133

Rita Dorst
RB International Services
Nine Boston Ship Plaza
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Michael Dyett
Blayney-Dyett
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San Francisco, CA 94103

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1390 Market Street
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Attention: Avril Tolley

Friends of the Earth
1045 Sansome Street #404
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Attention: Connie Parrish

Fuller Commercial Brokerage
353 Sacramento Street, Suite 500
San Francisco, CA 94111
Attention: Kenneth T. Sproul

Charles T. Gill
The Aspen Group West, Inc.
505 Sansome Street, Suite 1005
San Francisco, CA 94111

Annette M. Granucci
Commercial News Publishing Co.
125 Twelfth Street
San Francisco, CA 94103

Donald Head & Associates
109 Minna Street #293
San Francisco, CA 94105

Sue Hestor
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San Francisco, CA 94111
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Environmental Planning & Research, Inc.
649 Front Street
San Francisco, CA 94111
Attention: Leslie de Boer

Farella, Braun & Martel
235 Montgomery Street
San Francisco, CA 94104
Attention: Sandra Lambert

The Foundation for San Francisco's
Architectural Heritage
2007 Franklin Street
San Francisco, CA 94109
Attention: H. Grant Dehart, Executive
Director

Gensler & Associates
550 Kearny Street
San Francisco, CA 94103
Attention: Jean Winslow

Goldfarb & Litman
491 Ninth Street
Oakland, CA 94607
Attention: Paula Crow

Gruen, Gruen + Associates
564 Howard Street
San Francisco, CA 94105

Valerie Hersey
Munsell Brown
950 Battery
San Francisco, CA 94111

Jones Lang Wootton
One Embarcadero Center #710
San Francisco, CA 94111
Attention: Sheryl Bratton

Lee & Fan
Architecture & Planning, Inc.
580 Market St., Suite 300
San Francisco, CA 94104
Attention: Robert Fan, Jr.

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Carole Lester
Lawyers Title Company of San Francisco
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San Francisco, CA 94111

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P.O. Box 7880
San Francisco, CA 94120
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San Francisco, CA 94104

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San Francisco, CA 94104
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San Francisco, CA 94111

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San Francisco, CA 94108

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101 California Street, 35th Floor
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San Francisco, CA 94105
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364 Bush Street
San Francisco, CA 94104

Planning Analysis & Development
530 Chestnut Street
San Francisco, CA 94133
Attention: Gloria Root

Neville Price & Associates
25 Ecker Square, Suite 1050
San Francisco, CA 94105

Research & Decisions Corporation
375 Sutter Street, Suite 300
San Francisco, CA 94108
Attention: Deborah McNamee

San Francisco Building & Construction
Trades Council
400 Alabama Street, Room 100
San Francisco, CA 94110
Attention: Stanley Smith

San Francisco Christian School
699 Serramonte Boulevard
Daly City, CA 94015
Attention: Mr. John Innes

San Francisco Labor Council
1855 Folsom Street
San Francisco, CA 94103
Attention: Bernard Speckman

San Francisco Tomorrow
942 Market, Room 505
San Francisco, CA 94102
Attention: Tony Kilroy

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350 Pacific Avenue, 3rd Floor
San Francisco, CA 94111

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San Francisco, CA 94111

South of Market Alliance
74 Langton Street
San Francisco, CA 94103

Wayne E. Stiefvater, President
Appraisal Consultants
701 Sutter Street
San Francisco, CA 94109

Jerry Tone, Loan Officer
Real Estate Industries Group
Wells Fargo Bank, N.A.
475 Sansome Street, 19th Floor
San Francisco, CA 94111

Stephen Weicker
899 Pine Street #1610
San Francisco, CA 94108

Eunice Willette
1323 Gilman Avenue
San Francisco, CA 94124

Skidmore, Owings & Merrill
One Maritime Plaza
San Francisco, CA 94111
Attention: Jerry Goldberg

Mark Solit
Embarcadero Center, Ltd.
Four Embarcadero Center, Suite 2600
San Francisco, CA 94111

Square One Film & Video
725 Filbert Street
San Francisco, CA 94133

Rod Teter
Cahill Construction Company
425 California Street, Suite 2300
San Francisco, CA 94103

Kathy Van Velsor
19 Chula Lane
San Francisco, CA 94114

Calvin Welch
Council of Community Housing
Organization
409 Clayton Street
San Francisco, CA 94117

Marie Zeller
Whisler-Patri
590 Folsom Street
San Francisco, CA 94105

E. ADJACENT PROPERTY OWNERS

John and Margaret Barrett
2268 Fulton Street
San Francisco, CA 94117

Patrick Connolly
C & O Construction
949 Diamond Street
San Francisco, CA 94114

Gracieuse Lasserre
2264 Fulton Street
San Francisco, CA 94117

Carmelite Monastery
721 Parker Avenue
San Francisco, CA 94118

Ferenc and Monique Foti
1363 39th Avenue
San Francisco, CA 94122

I. J. & Victoria Martinez
P.O. Box 155
Kings Beach, CA 95719

Mercy Services Corporation
450 Stanyan Street
San Francisco, CA 94117

Timoteo and Nieves Pascual
40 Shrader Street #301
San Francisco, CA 94117

William Prindiville
2274 Fulton Street
San Francisco, CA 94117

Francis M. Salcedo
2254 Fulton Street
San Francisco, CA 94117

David & Francis Strykowski
242 Orchard Road
Orinda, CA 94563

University of San Francisco
2130 Fulton Street
San Francisco, CA 94117

John P. O'Driscoll
1714 22nd Avenue
San Francisco, CA 94122

Claude D. Perasso
3055 26th Avenue
San Francisco, CA 94132

Manuel and Rebecca Portugal
2284 Fulton Street
San Francisco, CA 94117

St. Mary's Hospital & Medical Center
450 Stanyan Street
San Francisco, CA 94117

Wah Sum and Alice Tom
68 Bernard Street
San Francisco, CA 94133

F. MEDIA

San Francisco Bay Guardian
2700 19th Street
San Francisco, CA 94110
Attention: Patrick Douglas, City Editor

San Francisco Chronicle
925 Mission Street
San Francisco, CA 94103
Attention: Evelyn Hsu

San Francisco Progress
851 Howard Street
San Francisco, CA 94103
Attention: E. Cahill Maloney

Tenderloin Times
146 Leavenworth Street
San Francisco, CA 94102
Attention: Rob Waters

San Francisco Business Journal
635 Sacramento Street, Suite 310
San Francisco, CA 94111
Attention: Kirstin E. Downey

San Francisco Examiner
P.O. Box 7260
San Francisco, CA 94103
Attention: Gerald Adams

The Sun Reporter
1366 Turk Street
San Francisco, CA 94115

G. LIBRARIES

Cogswell College Library
600 Stockton Street
San Francisco, CA 94108

Environmental Protection Agency
Library
215 Fremont Street
San Francisco, CA 94105
Attention: Jean Circiello

Hastings College of the Law, Library
200 McAllister Street
San Francisco, CA 94102

Park Branch Library
1833 Page Street
San Francisco, CA 94117

Document Library
City Library, Civic Center
San Francisco, CA 94102
Attention: Faith Van Liere

Government Publications Department
San Francisco State University
1630 Holloway Avenue
San Francisco, CA 94132

Institute of Government Studies
1209 Moses Hall
University of California
Berkeley, CA 94720

Stanford University Libraries
Jonsson Library of Government
Documents
State and Local Documents Division
Stanford, CA 94305

X. APPENDICES

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ST. MARY'S MEDICAL OFFICE BUILDING
INITIAL STUDY
83.327E

I. PROJECT DESCRIPTION

The proposed project would be located on a currently vacant site adjacent to 2237 Fulton Street on Lots 36 and 29A of Assessor's Block 1191 (see Figure 1, page 2). The property is situated on the southwest corner of the intersection of Fulton and Shrader Streets. The property is within a RH-3 (Residential, Three Family) District. The height and bulk limits for this site are 80-D.

The project sponsor, St. Mary's Hospital and Medical Center, proposes a 6 1/2-story medical office building (MOB) with 6 levels of on-site underground parking. The office portion would accommodate 100 physician offices.

The structure would conform with the 80 foot height limit. The specified bulk limit restricts portions of the building above 40 feet to a maximum plan length of 110 feet and a maximum diagonal dimension of 140 feet. The building would cover approximately 16,640 square feet of ground area and would contain approximately 185,000 gross square feet. Of this total, approximately 100,000 gross square feet (85,000 net square feet) would be used for medical offices. Ninety percent of the net office space would accommodate physician suites, and 10% would be used for accessory commercial or diagnostic facilities. The remaining 85,000 gross square feet would accommodate the garage facility. The garage would accommodate 285 automobiles with access from Stanyan Street to the hospital drive, directly south of the project site. Automobile egress from the MOB would occur on Shrader Street.

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. POTENTIALLY SIGNIFICANT EFFECTS

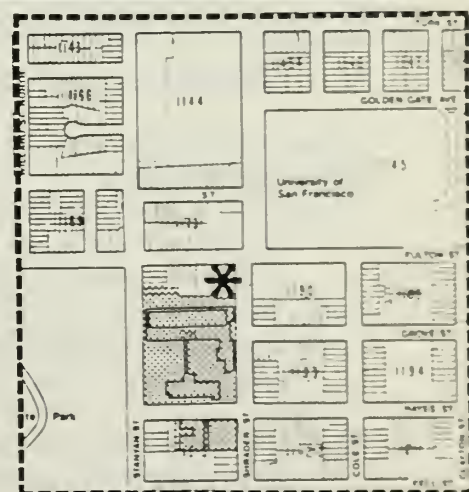
The proposed project is examined in this Initial Study in order to determine potential effects on the environment. Potential environmental issues resulting from the proposed project include: potential impacts on the project vicinity's existing character; potential obstruction of views to the site as observed from public areas; urban design considerations and shadow effects; potential concentration of population in the vicinity; project related demand for housing; potential for increased traffic, and demand for parking and transit services; potential increases in ambient noise levels; wind effects; and air quality impacts associated with project-generated traffic. These issues will be analyzed in the environmental impact report for the project.

B. INSIGNIFICANT EFFECTS

It is determined in this Initial Study that some potential impacts would be either insignificant or would be mitigated through measures incorporated into the project design. Also certain impacts related to the proposed project's construction phase could be mitigated. A detailed discussion of these findings is presented in Section III. On the basis of this review, the following subject areas require no further environmental analysis.



FIGURE 1
SITE LOCATION



Glare: Glazing would be tinted. No glare would be generated by the proposed building.

Displacement: The proposed site is currently vacant and the project would not displace people, housing or businesses to clear the site.

Noise: Existing ambient noise levels could impact the project. A mitigation measure is included on page 12 to reduce the significance of this potential impact.

Public Services and Utilities: The increased demand for public services and utilities attributable to the project would not require additional personnel or equipment, and could be accommodated by existing services.

Biology: The project would not displace a rare or endangered species of animal or plant or a species habitat, nor result in the removal of any mature and scenic trees.

Geology/Topography: The project would not expose people or structures to major geologic hazards nor result in a substantial change to topographic and geologic features.

Water: The proposed project would not degrade or deplete ground water resources. The proposed project could not cause flooding, erosion or siltation.

Energy/Natural Resources: The project would not result in the use of large amounts of energy nor affect the potential use, extraction, conservation or depletion of a natural resource.

Hazards: The project would not increase the risk of explosion or release of hazardous substances, create or expose people to a potential health hazard or interfere with an emergency response plan. The project could produce hazardous waste. A mitigation measure is included on page 13 to reduce the significance of this potential impact.

Cultural: Project construction would not affect a known archaeological resource or cause a physical change affecting unique ethnic or cultural values, or conflict with established recreational, educational, religious or scientific uses of the area. The project would not conflict with preservation of any buildings of City landmark quality.

III. ENVIRONMENTAL SETTING

A. GENERAL CONSIDERATIONS

COMPATIBILITY WITH EXISTING ZONING AND PLANS. YES NO DISCUSSED
Could the project:

- | | | | |
|--|----------|----------|----------|
| 1. Require a variance, special authorization, or change to the City Planning Code or Zoning Map? | <u>X</u> | — | <u>X</u> |
| *2. Conflict with the Comprehensive Plan of the City and County of San Francisco? | <u>X</u> | — | <u>X</u> |
| *3. Conflict with any other adopted environmental plans and goals of the City or Region? | — | <u>X</u> | — |

The project site is within a RH-3 (Residential House, Three Family) District which permits medical offices only as a Conditional Use pursuant to an advertised public hearing by the City Planning Commission.

The site is subject to regulations which establish a floor area ratio (FAR) of 1.8 to 1. This ratio would limit the total floor area of the medical office building (MOB) to 1.8 times the area of the MOB site. A floor area premium is applicable to the project and is determined per section 125(a) of the Code, since the parcel is a corner lot. This premium provides for an increased site area from 20,800 square feet to 26,000 square feet for the basis of the FAR calculation and a maximum allowable floor area equal to 46,800 square feet. The site is also subject to requirements for a rear yard set-back equal to 45% of the lot depth per section 134(a) of the City Planning Code. As proposed the project would not meet FAR and rear yard standards, however the City Planning Commission could except the project from these standards through the Planned Unit Development (PUD) conditional use procedures as described in section 304 of the Code.

A discussion of the proposed project's consistency with the San Francisco Comprehensive Plan will be presented in the EIR.

The project would not conflict with adopted environmental plans and goals of the City or Region. The applicable agency plans and goals reviewed for project consistency include the following: Metropolitan Transportation Commission - Regional Transportation Plan¹; San Francisco Solid Waste Management Plan²; Bay Area Air Quality Management District-Regional Air Quality Management Plan³; and the San Francisco Regional Water Quality Control Board⁴.

The project's compatibility with the MUNI Five-Year Plan will be considered in the transportation section of the EIR to be prepared for the project.

B. ENVIRONMENTAL EFFECTS. Could the project: YES NO DISCUSSED

I. Land Use

*a. Disrupt or divide the physical arrangement of an
 established community? X X

*Derived from State EIR Guidelines, Appendix G, normally significant effect.

Notes - Compatibility with Existing Zoning and Plans

¹Bill Hein, Deputy Executive Director, Metropolitan Transportation Commission, telephone conversation, September 29, 1983.

²David Gavrich, Manager, San Francisco Solid Waste Management Program, Chief Administrator's Office of Special Projects, telephone conversation, Sept. 29, 1983.

³Irwin Mussen, Senior Planner, Bay Area Air Quality Management District, telephone conversation, September 30, 1983.

⁴Harold Singer, Chief of Toxics, San Francisco Regional Water Quality Control Board, telephone conversation, November 30, 1983.

- b. Have any substantial impact upon the existing character of the vicinity?

X — X

The properties surrounding the site support residential and institutional land uses (a survey map of surrounding land uses is on file at the Department of City Planning). The project site occurs entirely within St. Mary's Hospital and Medical Center campus, and is in close proximity to the University of San Francisco, a significant institutional use in the vicinity. Surrounding properties include three-story apartments directly to the west on Fulton Street. To the northwest across Fulton Street are two and three story flats and apartments. The Carmelite Monastery is directly north across Fulton Street, and the St. Ignatius Cathedral is situated directly east of the Monastery across Parker Street. Directly east and southeast across Shrader Street occur the University of San Francisco Law School and several apartment houses, respectively. The North Tower of St. Mary's Medical Center is located directly south of the proposed project site. The project site is now vacant and, as proposed, could not divide or disrupt the physical arrangement of the established community and the existing land uses.

Possible impacts due to the proposed project upon the existing character of the vicinity will be discussed in the EIR.

2. Visual Quality

YES NO DISCUSSED

- *a. Have a substantial, demonstrable negative aesthetic effect?

X — X

- b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?

X — X

- c. Generate obstrusive light or glare substantially impacting other properties?

— X X

Visual quality issues listed for 2a and 2b above will be discussed in the project EIR.

The proposed project would incorporate non reflective glass and orient major windows to prevent glare from reflected sunlight. These design features together with the project's location on the south side of Fulton Street would reduce the incidence of reflected sunlight.¹ Conventional interior office lighting would be used and normal office hours are anticipated. Exterior lighting for security would be directed inward toward the building to avoid light intrusion to adjacent properties.

3. Population

YES NO DISCUSSED

- *a. Induce substantial growth or concentration of population?

X — X

Notes - Visual Quality

¹ Mitchell Green, Project Architect, Kaplan/McLaughlin/Diaz, telephone conversation, September 29, 1983.

- | | | | |
|---|----------|----------|----------|
| *b. Displace a large number of people (involving either housing or employment)? | <u>—</u> | <u>X</u> | <u>X</u> |
| c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply? | <u>X</u> | <u>—</u> | <u>X</u> |

The project would increase the working population by approximately 250 to 300 people. The project would generate approximately 140 person-years of construction jobs during construction and about 400 permanent jobs during building operation.

The site is currently vacant so relocation of residential or commercial structures and their occupants is not required.

Any increases in housing demand attributable to the project will be discussed in the EIR.

- | | | | |
|--|------------|-----------|------------------|
| 4. <u>Transportation/Circulation</u> | <u>YES</u> | <u>NO</u> | <u>DISCUSSED</u> |
| *a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system? | <u>X</u> | <u>—</u> | <u>X</u> |
| b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards? | <u>X</u> | <u>—</u> | <u>X</u> |
| c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity | <u>X</u> | <u>—</u> | <u>X</u> |
| d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities? | <u>X</u> | <u>—</u> | <u>X</u> |

The addition of 250 to 300 persons at the site could increase traffic in the vicinity and could cause alterations to circulation patterns. Also, increased employment at the site could also increase transit demand. Some portion of the demand for vehicle parking generated by the project could be met by the proposed subsurface parking or by existing parking nearby the project site. Project-related transportation, circulation, parking impacts and the project's compatibility with the MUNI Five-Year Plan will be analyzed in the EIR.

- | | | | |
|--|------------|-----------|------------------|
| 5. <u>Noise</u> | <u>YES</u> | <u>NO</u> | <u>DISCUSSED</u> |
| *a. Increase substantially the ambient noise levels for adjoining areas? | <u>X</u> | <u>—</u> | <u>X</u> |
| b. Violate Title 25 Noise Insulation Standards, if applicable? | <u>—</u> | <u>X</u> | <u>X</u> |
| c. Be substantially impacted by existing noise levels? | <u>—</u> | <u>X</u> | <u>X</u> |

The construction and operation of the project may significantly increase noise levels in the immediate vicinity of the project site. The sensitivity of the USF Law Library, St. Mary's Hospital, residential development and the Carmelite Monastery to construction and operation noise will be assessed in the EIR.

The Title 25 Noise Insulation Standards are applicable only to new multi-family housing and would not apply to the proposed project.

The Transportation Element (Noise Section) of the Comprehensive Plan indicates that office buildings are permissible in areas where the day and night average noise level (Ldn)¹ on the project site does not exceed 75 dBA², provided that a detailed analysis of noise reduction requirements is made and necessary noise insulation features included in the project design. Noise measurements to document existing conditions for the project site were conducted and are on file for the project at the Department of City Planning. These measurements indicate that the Ldn on the project site is about 70 dBA.

The project includes a mitigation measure (see page 12) to ensure that existing ambient noise levels would not impact occupants of the medical office building.

6. <u>Air Quality/Climate</u>	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
*a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	<u>X</u>	<u>—</u>	<u>X</u>
*b. Expose sensitive receptors to substantial pollutant concentrations?	<u>X</u>	<u>—</u>	<u>X</u>
c. Permeate its vicinity with objectionable odors?	<u>—</u>	<u>X</u>	<u>X</u>
d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	<u>X</u>	<u>—</u>	<u>X</u>

Air quality and climate issues will be discussed in evaluations undertaken for the project EIR.

Notes - Noise

¹Ldn, the day-night average noise level, is a noise measurement based on human reaction to cumulative noise exposure over a 24-hour period, taking into account the greater annoyance of nighttime noises; noise between 10 p.m. and 7 a.m. is weighted 10 dBA higher than daytime noise.

²dBA is a measure of sound in units of decibels (dB). The "A" denotes the A-weighted scale, which simulates the response of the human ear to various frequencies of sound.

7. <u>Utilities/Public Services</u>	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
*a. Breach published national, state or local standards relating to solid waste or litter control?	<u>—</u>	<u>X</u>	<u>X</u>
*b. Extend a sewer trunk line with capacity to serve new development?	<u>—</u>	<u>X</u>	<u>X</u>
c. Substantially increase demand for schools, recreation or other public facilities?	<u>—</u>	<u>X</u>	<u>X</u>
d. Require major expansion of power, water, or communications facilities?	<u>—</u>	<u>X</u>	<u>X</u>

All responsible utility and public service providers have been contacted to determine their capacities to serve the proposed project. The project would be provided with all required services. The project would not substantially increase demand for public facilities and services. Letters of correspondence and memoranda of telephone conversations with service providers are on file at the Department of City Planning.

Discussion of utilities and public services will not be included in the EIR.

8. <u>Biology</u>	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
*a. Substantially affect a rare or endangered species of animal or plant or the habitat of the species?	<u>—</u>	<u>X</u>	<u>X</u>
*b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	<u>—</u>	<u>X</u>	<u>—</u>
c. Require removal of substantial numbers of mature, scenic trees?	<u>—</u>	<u>X</u>	<u>X</u>

Data resources available through the California Department of Fish and Games' Natural Diversity Data Base formed the basis for the project review. (Information for this project is on file at the Department of City Planning.) The proposed project would not substantially affect a rare or endangered species of animal or plant or the habitat of the species.

The proposed project would not require the removal of mature or scenic trees.

Discussion of biological factors will not be included in the EIR.

9. <u>Geology/Topography</u>	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
*a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	<u>—</u>	<u>X</u>	<u>X</u>

- b. Change substantially the topography or any unique geologic or physical features of the site?

— X X

No potential liquefaction or subsidence areas have been identified under the project site or the surrounding area.¹ A known landslide is located north of the project site on Parker Avenue between Turk and Anza Streets. This landslide is part of a larger area of potential landslide hazard extending eastward and includes the Lone Mountain area.² The project site is outside the potential hazard area and would not expose the proposed structure or its occupants to this hazard.

The project could not result in the substantial change of the topography or of any unique geologic or physical features of the site. The project site, now vacant but previously developed, does not contain unique geologic or physical features. The site has been subject to grading due to previous development.

10. Water

YES NO DISCUSSED

- *a. Substantially degrade water quality, or contaminate a public water supply?

— X X

- *b. Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?

— X X

- *c. Cause substantial flooding, erosion or siltation

— X X

The proposed project could not degrade the quality of surface water. Post construction site drainage would be accommodated by the city storm drainage system.

A soils investigation report was conducted for the project site in January and June 1969.¹ Borings made along the northerly end of the project site (Fulton Street) encountered no significant subsurface waters within the 45-foot depth explored. A boring along the southern portion of the site during January 1969 encountered subsurface water at a depth of 31-feet. Evidence of subsurface water during the rainy season could indicate that recharge areas occur at the higher and substantially undeveloped land around Lone Mountain and portions of the University of San Francisco campus. The proposed project would not substantially interfere with this area of ground water recharge nor would it degrade or deplete ground water resources. It is anticipated that excavation to a depth of 40 feet along the Fulton Street side of the

Notes-Geology/Topography

¹URS/John A. Blume, San Francisco Seismic Safety Investigation. Prepared for the San Francisco Department of City Planning. June 1974. Figures 5 and 10.

²Op. Cit. Footnote 1, Figure 4.

Notes - Water

¹Brewer and Associates, Report - Soils Investigation. Final Environmental Impact Report CU73.45. December 6, 1973. Appendix B.

project site would be required for the subsurface parking facility.² If required, dewatering would take place during project excavation. Any groundwater pumped from the site, or from construction related dewatering activity, would be retained in a holding tank to allow suspended particles to settle, if this is found necessary by the Industrial Waste Division of the Department of Public Works, to prevent sediment from entering the storm drain/sewer lines.

The proposed project could not cause substantial flooding, erosion or siltation. The project design would incorporate adequate drainage to accommodate runoff during rains. If found necessary during project construction, appropriate mitigations would be employed to check erosion and to prevent sediments from entering the City storm drain/wastewater lines serving the site.

11. <u>Energy/Natural Resources</u>	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
*a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<u>—</u>	<u>X</u>	<u>X</u>
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	<u>—</u>	<u>X</u>	<u>X</u>

The project would generate a total estimated energy demand of 1.88×10^{10} BTUs per year. The estimated energy demand calculations are on file with the Department of City Planning and are available for public review. Pacific Gas and Electric Company indicates that available levels of service are adequate to meet the project's demand. The project would be required to comply with Title 24 of the California Administrative Code—Energy Conservation requirements—and therefore would not result in a wasteful or excessive use of energy resources.

The project would not substantially effect the potential use or involve the extraction or depletion of a natural resource.

12. <u>Hazards</u>	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
*a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	<u>—</u>	<u>X</u>	<u>X</u>
*b. Interfere with emergency response plans or emergency evacuation plans?	<u>—</u>	<u>X</u>	<u>X</u>
c. Create a potentially substantial fire hazard?	<u>—</u>	<u>X</u>	<u>X</u>

Notes - Water (continued)

²Mitchell Green, Project Architect, Kaplan/McLaughlin/Diaz, telephone conversation, September 29, 1983.

The proposed project could produce waste materials which pose a potential health hazard. If hazardous wastes are produced, a state licensed hazardous disposal service would be retained by the project sponsor to handle project generated hazardous waste. A letter from St. Mary's Hospital and Medical Center Department of Environmental Services indicating the provision of hazardous waste collection service is on file for the project at the Department of City Planning.

Also, the proposed project could include x-ray, laboratory and pharmacy facilities. These facilities and equipment are subject to city, state and federal use regulations and further mitigation measures are not required.

The area is not populated intensely enough to jam streets with pedestrians if buildings were suddenly evacuated in an emergency. Therefore, the project would not interfere with emergency response plans or evacuation plans. The project is in compliance with the Office of Emergency Services' emergency response plans and emergency evacuation plans.¹ In order to reduce potential hazards to building occupants from fire or earthquake the following emergency response systems would be incorporated in the project: fire alarms, emergency communication system, and emergency power supply.

13. <u>Cultural</u>	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
*a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study?	—	<u>X</u>	<u>X</u>
*b. Conflict with established recreational, educational, religious or scientific uses of the area?	—	<u>X</u>	<u>X</u>
c. Conflict with preservation of any buildings of City landmark quality?	—	<u>X</u>	<u>X</u>

The site contains no recorded prehistoric or historical archaeological sites within or adjacent to the project area. A review of literature and records was undertaken by the Northwest Information Center, Sonoma State University, and is on file for the project at the Department of City Planning. The Northwest Information Center maintains the California Archaeological Inventory and is responsible for coordinating data collection and field work for archaeological resources for counties in northwest California. The center is operated through Sonoma State University's Department of Anthropology.

The proposed project would not conflict with established recreational, educational and religious uses of the area. There is no potential scientific use of the site without development. The project would not conflict with the use of public recreation areas and parks in the vicinity.

Notes - Hazard

¹Tom Jenkin, Architect, Mayor's Office of Emergency Services, telephone conversation, December 1, 1983.

There are no designated landmarks in the project vicinity, and no designated historic districts.

Discussion of cultural or historic factors will not be included in the EIR.

C. OTHER	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
Require approval of permits from City Departments other than DCP or BBI, or from Regional, State or Federal Agencies?	<u>—</u>	<u>X</u>	<u>X</u>

The project sponsor obtained a Certificate of Exemption (COE) from the California State Department of Health for the MOB in December, 1979. The COE is required pursuant to Federal legislation (Public Law 93-641 and Public Law 96-79) which requires that each state enact a law regulating defined capital projects undertaken by health facilities such as addition of beds, major new services and major capital expenditures related to health care. As a response to this legislation, California enacted such a law which required hospitals to file an application and go through a public hearing process involving the local Health System Agency and the Office of Statewide Health Planning and Development before obtaining permission to proceed with planned expansions. The receipt of a written verification from the State Department of Health that the CEO remains in effect is pending.

D. MITIGATION MEASURES	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>DISCUSSED</u>
1. If any significant effects have been identified, are there ways to mitigate them?	<u>X</u>	<u>—</u>	<u>—</u>	<u>X</u>
2. Are all mitigation measures identified above included in the project?	<u>—</u>	<u>—</u>	<u>X</u>	<u>—</u>

Mitigation measures currently proposed as part of the project are listed below. Other mitigation measures may be identified during subsequent environmental review and will be included in the EIR.

NOISE

- o In order to mitigate ambient noise transmitted into the project and to conform with the Noise Element of the Comprehensive Plan, the project sponsor would certify that an acoustical analysis report be prepared under the supervision of a person experienced in the field of acoustical engineering and that office construction would conform to the recommendations of said report. A copy of this report would be submitted with the building permit application.

Notes - Cultural

¹ Jonathan Malone, Secretary, Landmarks Preservation Advisory Board, Department of City Planning, telephone conversation, November 14, 1983.

UTILITIES AND PUBLIC FACILITIES

- o To reduce the volume of office solid waste and concomitant storage and transportation requirements, the project would incorporate either a trash compactor or shredder.

HAZARDS

- o If it is subsequently determined via prospective physician tenant questionnaires that the MOB's operation would produce hazardous waste, the project sponsor would retain the services of a California licensed hazardous waste disposal service to remove project generated hazardous waste.
- o To minimize potential hazards to building occupants from fire and earthquakes, the project would incorporate emergency response systems including fire alarms, emergency communication systems, and emergency power supply to reduce hazards to building occupants during an earthquake or fire.

E. MANDATORY FINDINGS OF SIGNIFICANCE	<u>YES</u>	<u>NO</u>	<u>DISCUSSED</u>
*1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	—	<u>X</u>	—
*2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	—	<u>X</u>	—
*3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	<u>X</u>	—	<u>X</u>
*4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	—	<u>X</u>	<u>X</u>
*5. Is there a serious public controversy concerning the possible environmental effect of the project?	<u>X</u>	—	<u>X</u>

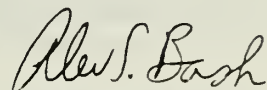
The project could contribute to cumulative traffic increases in the vicinity. This potential impact will be considered in the EIR to be prepared for the project. Also, the project could result in cumulative impacts to housing, visual setting and may induce additional growth in project vicinity.

Residents of the area have expressed anxiety over the fact that a physical change such as the proposed project could result in social and economic change in their community. However, the project would not pose substantial direct or indirect health threats to human beings.

The project sponsor met with representatives of area neighborhood associations on August 17, 1983 and on October 27, 1983 to discuss the project scope and potential impact areas. On December 14, 1983 the project sponsor together with a representative of the Department of City Planning met with neighborhood group representatives to discuss project environmental concerns. Areas of concern identified by residents at these meetings include potential project impact to traffic, transit, and increased parking demand. Also, concerns about increased demand for housing and potential cumulative project impacts were expressed by the neighborhood representatives.

F. ON THE BASIS OF THIS INITIAL STUDY:

- ☐ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.
- ☐ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers _____, in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.
- ☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.



Alec S. Bash
Environmental Review
Officer

for

Dean L. Macris
Director of Planning

Date: 12/22/83

APPENDIX B. COMPARISON OF ST. MARY'S MEDICAL OFFICE BUILDING AND THE SAN FRANCISCO URBAN DESIGN PLAN - SEDWAY COOKE ASSOCIATES (Rod Jeung, AICP)

This analysis examines the scale, bulk, and design of St. Mary's proposed medical office building (MOB) in the context of the City's Urban Design Plan of the Comprehensive Plan. The review considers relevant maps and written policies in that element which was adopted in August 1971. Objectives and policies cited directly from the Urban Design Plan are indicated by quotation marks and a page reference. Policies that are paraphrased do not have quotation marks but a page reference is cited.

City Pattern, Objective 1 - "Emphasis of the characteristic pattern which gives to the city and its neighborhoods an image, a sense of purpose, and a means of orientation."

Image and Character

Policy 1. "Recognize and protect major views in the City" (page 10). Figures in the Urban Design Plan (page 18) identify streets that contribute to views as well as offer views. Fulton Street (as far east as Shrader) is described as a street that extends the effect of public open space. Segments of Shrader and Parker near the MOB site and of Fulton Street east of Shrader are noted for their excellent quality views.

Most of the City's ground-level vantage points are either too far away or have intervening land forms or buildings that block views of the project site. In particular, views of the site from the south and southwest are blocked by St. Mary's North Tower. The MOB would be visible from Buena Vista Park; however, its proposed height and bulk would not dominate the viewshed. It would be taller than the surrounding residential buildings and the USF Law Library but would not obstruct distant views of St. Ignatius Church.

The MOB would not detract from Fulton Street's function as an open space extension. The Carmelite Monastery, St. Ignatius Church, and USF Law Library are visible from Parker, Shrader, and Fulton. With the MOB site vacant, there are wide angle views of the Law Library from the west and of the Carmelite Monastery from the south. Construction of the MOB would reduce existing sight lines of these important buildings, although the architects have set the building back from the Fulton/ Shrader corner to create open space from which they can be viewed.

Policy 3. "Recognize that buildings, when seen together, produce a total effect" (page 10).

The MOB would be similar in character to other institutional uses at three of the four corners at the Fulton/Shrader intersection. The building form and materials of the MOB are to be similar to these structures. The MOB would be shorter than the Carmelite Monastery and St. Ignatius Church but would be about 40 feet taller than the USF Law Library.

The building form, height, and scale would differ from the residential structures west of the project site. The facade of the MOB along Fulton would be over 100 feet compared to the residential lot widths of 25 feet. It would also be about 40 feet taller

than the residential structures. Measures to reduce these differences have been proposed by the project architects and are discussed under Policy 2 under Major New Development (page A-18).

Organization and Sense of Purpose

Policies 5, 6, 7. Recognize natural boundaries among districts and distinguish districts through design of street features and landscaping (page 12). The Plan for Street Landscaping and Lighting (pages 14 and 15) illustrates the types of landscaping and lighting that can improve orientation for travelers. Formal design landscaping and high intensity lighting are recommended along Fulton Street and informal design landscaping and medium intensity lighting elsewhere for the project site.

The MOB lies in a mixed residential and institutional district. There are no natural boundaries between the institutional uses and residences to the west. Specific landscaping and street lighting themes for the area have not been established. Accordingly, the MOB plan would not affect these policies, although the proposed facility would have new landscaping along Hospital Drive and new street trees along its Fulton and Shrader Street frontages.

Orientation for Travel

Policy 8. "Increase the visibility of major destination areas and other points for orientation" (page 13).

The MOB would not interfere with distant views of St. Ignatius Church which offers a point of orientation for travelers.

Conservation, Objective 2 - "Conservation of resources which provide a sense of nature, continuity with the past, and freedom from overcrowding."

Richness of Past Development

Policies 6, 7. Respect the character of older development and protect unique areas that contribute to San Francisco's visual form and character (page 25).

The area around the proposed MOB is recognized as having several structures of architectural merit. The structures, including St. Ignatius Church, Carmelite Monastery, and USF Law Library, define a distinct visual relationship. The relationship of the MOB to these buildings is addressed in the responses to Policy 3 under City Pattern (page A-16) and to Policies 1 and 2 under Major New Development (page A-18).

Major New Development, Objective 3 - "Moderation of major new development to complement the city pattern, the resources to be conserved, and the neighborhood environment."

Visual Harmony

Policy 1. "Promote harmony in the visual relationships and transitions between new and older buildings" (page 36). The Urban Design Guidelines for Height of Buildings (page 38) and the Urban Design Guidelines for Bulk of Buildings (page 39) recommend

development guidelines for the city. The former suggests a height of 41-88 feet for the vicinity around St. Mary's campus. The latter suggests for portions of the building above 40 feet maximum plan dimensions of 110 feet along the wall of the building and 125 feet along the building's diagonal.

To promote visual harmony, the project architects have deliberately reflected the design motif of adjacent residences on the exterior walls of the MOB. In order to minimize the MOB's height and bulk relative to adjacent residential structures, the project architects have articulated and textured the MOB walls, kept the massing of the building low, varied the parapet heights, and introduced varying setbacks on the upper floors. The MOB conforms to the urban design guidelines for height. It would exceed the recommended plan dimensions but would not be at a scale different from the nearby institutional uses.

Policy 2. "Avoid extreme contrasts in color, shape, and other characteristics which will cause new buildings to stand out in excess of their public importance" (page 36).

The project architects have recommended several features so that the MOB would not contrast with adjacent structures:

- the facades are subdivided into modules that correspond to the width of the adjacent residential lots,
- the rusticated masonry base is intended to echo that of the adjacent residences and the surface treatment along the front of the Carmelite Monastery,
- the stepped parapet heights are planned to mirror the heights of adjacent buildings, and
- the earth-tone colors proposed for the exterior walls are intended to be similar to the surrounding institutional buildings.

Policy 6. "Relate the bulk of the building to the prevailing scale of development" (page 37).

The MOB would be at a scale similar to the surrounding institutional buildings, however its height and horizontal dimensions are greater than the adjacent residential structures. As noted previously for Policy 2 under Major New Development, the project architects have attempted to minimize this difference by varying the setback depths on the MOB's upper floor and through the design of the exterior facades of the MOB.

Large Land Areas

Policies 7, 8, 9. Recognize special design considerations and long term effects of growth from development of large properties (page 40).

The MOB is only the first phase of St. Mary's Institutional Master Plan, which contains recommendations for the long-term physical development of the campus. Design and growth impacts were publicly discussed during the hearings on the Institutional Master Plan. Further discussion of long-term, growth-inducing and cumulative effects are contained in Chapter IV, Environmental Impacts, of this report.

Neighborhood Environment, Objective 4 - "Improvement of the neighborhood environment to increase personal safety, comfort, pride and opportunity."

Health and Safety

Policy 1. "Protect residential areas from noise, pollution and physical danger of excessive traffic" (page 52). As seen in the Plan for Protected Residential Areas, the MOB site lies within an area designated as a protected residential area where hazards of noise pollution and excessive traffic should be avoided (page 53).

Traffic and noise analyses on the long-term effects of the MOB indicate a 3% change in traffic volumes, a 13-36% change at nearby traffic intersections, and a 1 dBA change in ambient noise levels (Ldn) along Shrader Street. The intersections would still operate well below their design capacity and a 1 dBA increase in noise is not generally noticeable. In contrast, during the construction period which would require 20-24 months, traffic movement could be constrained and excessive noise levels, if unmitigated, would be experienced by adjacent residents.

Visual Amenity

Policy 12. "Install, promote, and maintain landscaping" (page 57).

Plans for the MOB include street trees on the Fulton and Shrader sidewalks and landscaping along Hospital Drive.

Policy 13. "Improve pedestrian areas by providing human scale and interest" (page 57).

The construction of the MOB would replace an undeveloped lot and a garden. The building walls would be articulated to help soften the facade, and street trees would be planted.

Policy 15. "Protect the livability and character of residential properties from the intrusion of incompatible new buildings" (page 57).

See responses to Policy 6 under Major New Development (page A-18), and to Policy 1 under Neighborhood Environment (page A-19).

APPENDIX C. SHADOW ANALYSIS - SEDWAY COOKE ASSOCIATES (Pat Smith, Jack Schnitzius); KAPLAN/McLAUGHLIN/DIAZ (Erica Ling, Kate Carroll)

Shadow Effects on Surrounding Area. In accordance with City guidelines for preparing environmental impact reports, diagrams have been prepared for 10:00 a.m., noon, and 3:00 p.m. for March 21, June 21, September 21, and December 21, so that the shade effect can be traced throughout the day and year. Figures C-1, 2, and 3 show shadows cast by existing development and St. Mary's proposed MOB. The shadow patterns are derived from heights of surrounding buildings, estimated during field surveys of the project site, and the sun angles on the horizon. The angles are presented in Table C-1; building heights and topographical contours of the area are illustrated in Figure C-4 (see page A-27).

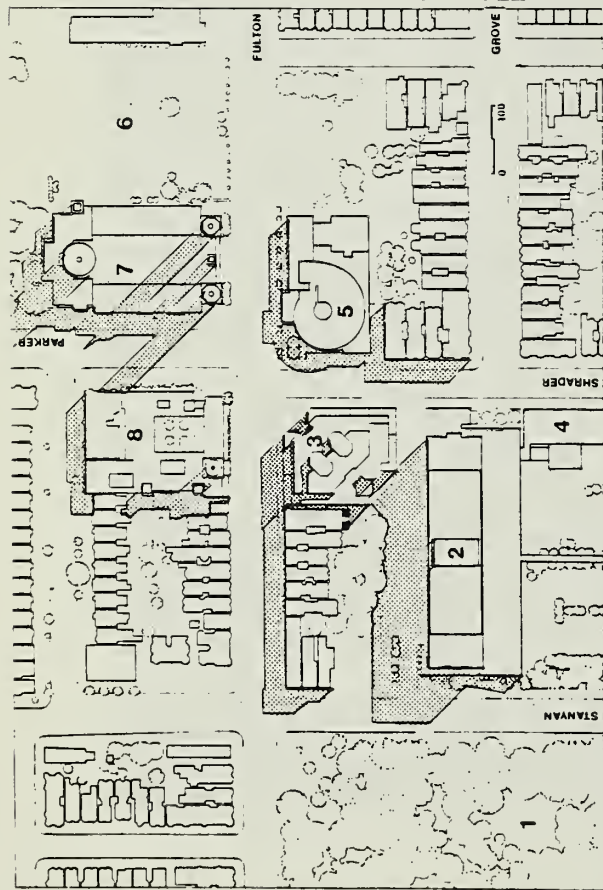
Shadow Effects on Property of San Francisco Department of Recreation and Park. The only Recreation and Park Department property potentially affected by shadows from St. Mary's MOB is Golden Gate Park, one block west of the project site. This analysis of shading is performed in accordance with City guidelines on shadow studies for projects subject to Proposition K, the sunlight ordinance. The proposition defines the critical period for shadow impacts as one hour after sunrise to one hour before sunset. Table C-2 gives sunrise and sunset times in San Francisco for the 21st of each month, as well as pertinent data regarding sun position when the park would be shaded.

Because of the sun's position relative to the MOB, winter morning shadows would lie north and east of the park. As shown in Figure C-5a, the MOB would not cast shadows in the park one hour after sunrise in March. However, starting in April, Golden Gate Park would be shaded by the MOB during the hours identified by Proposition K. At one hour after sunrise, the MOB shadow would lie within the park boundaries from April through September. Figures C-5b through C-5g show the extent of the shadows and the approximate time when they leave the park. No shadow is expected to stay in the park longer than 1-1/2 hours past sunrise for any month. At its maximum extent in May or June (at one hour after sunrise), the newly shaded area would cover less than one acre and lie between existing shadows cast by St. Mary's North Tower and the residential structures across Stanyan Street. Figure C-5g shows that starting in September the MOB itself would not shade any portion of the park. Its shadow would overlap that of the apartment buildings across Stanyan Street. By October, the shadow would lie north and east of the park (see Figure C-5h).

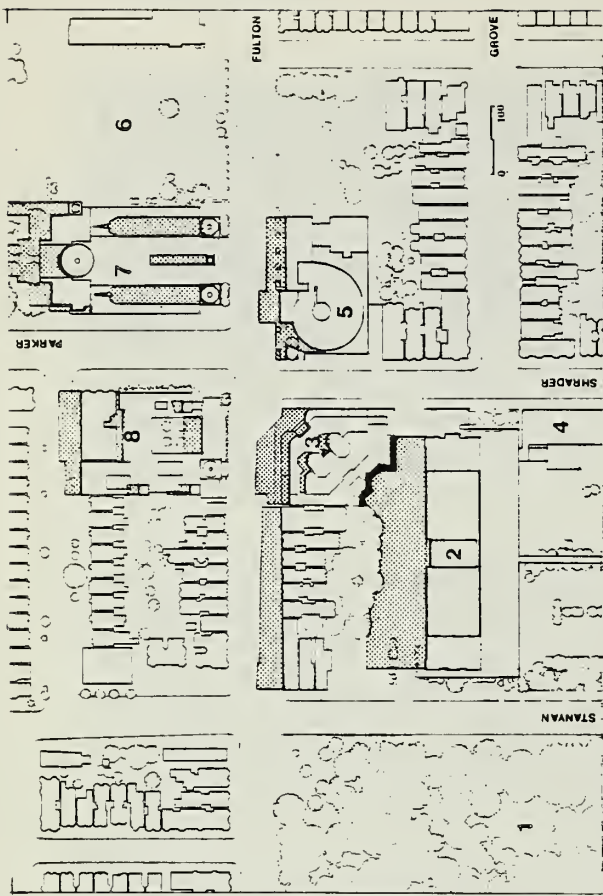
To avoid these shadow impacts, the project architects have developed a shorter version of the MOB. The shadow cast by this three-story alternative (see Figure C-6) would cross Stanyan Street and project onto the four-foot stone wall at the park's boundary. The shadow may extend slightly beyond the wall, but this cannot be established precisely because of the limitations of the computer program used to generate the diagrams. Given that no or minimal (roughly 10 feet by 12 feet as estimated from Figure C-6) shadow would lie within the park boundaries one hour after sunrise, this building would comply substantially with Proposition K.

The significance of the shadow effects of the proposed project is diminished by four considerations. First, much of this area of the park is already shaded at these times by existing buildings; the proposed MOB would shade little new area. Second, the new shadow would fall on a wooded area which is already shaded by trees. This area does

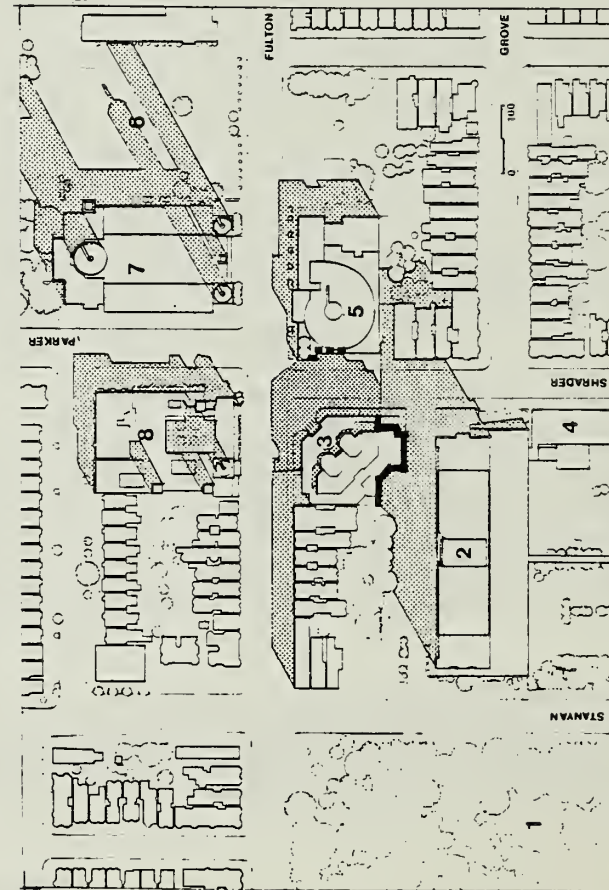
not include any open play areas. There is an open area with tables and benches at the park's entrance at the Stanyan/Fulton corner, but it would not be affected by new MOB shadows. Third, morning fog is common during these early morning hours in these months. Fourth, the shadow diagrams are drawn assuming the terrain in the park is level. In fact, visits to the northeast corner of the park show the slope of the parkland rises gradually from the Stanyan and Fulton sidewalks to a knoll, approximately 25 feet in elevation. Shadows cast onto uphill lands are shorter than those cast onto flatlands. Consequently, the estimated shadow lengths and area are slightly overstated and represent a worst-case scenario.



MARCH 21/SEPT. 21: 10 A.M.



MARCH 21/SEPT. 21: NOON



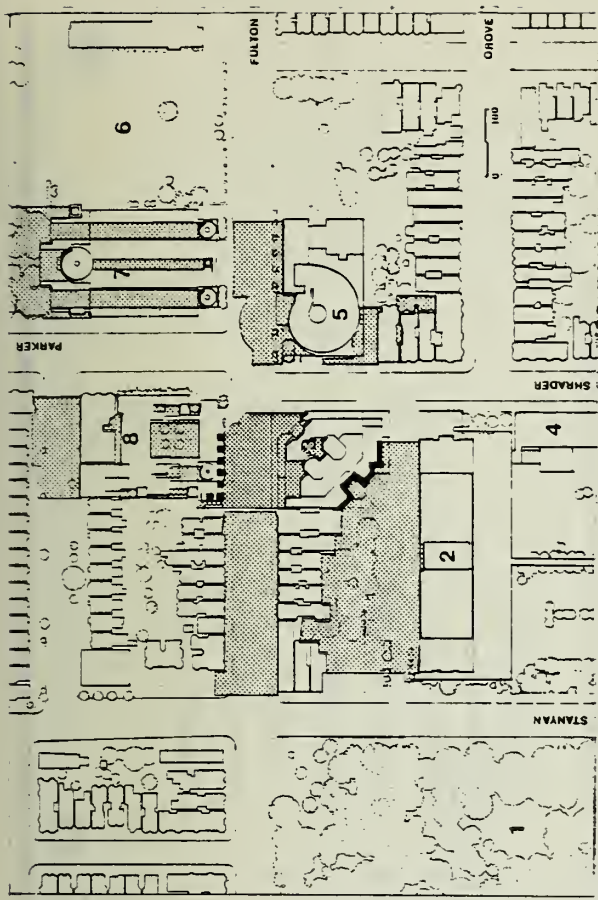
MARCH 21/SEPT. 21: 3 P.M.

- SHADOWS FROM EXISTING BUILDINGS
- NEW SHADOWS FROM PROPOSED ST. MARY'S MOB
- SHADOWS CAST ON WALLS OF MOB
- NEW SHADOWS CAST BY MOB ONTO WALLS OF OTHER BUILDINGS

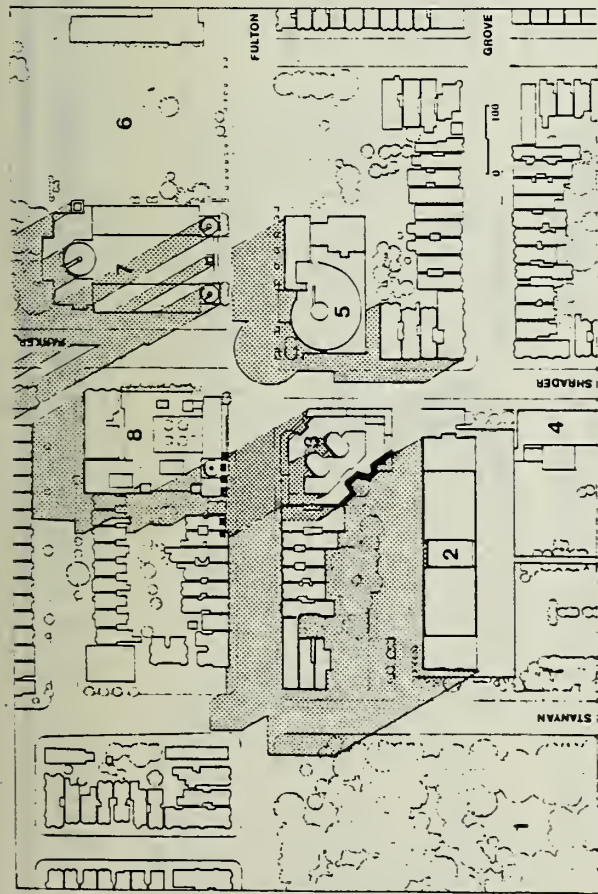
- 1 GOLDEN GATE PARK
- 2 ST. MARY'S NORTH TOWER
- 3 PROPOSED MEDICAL OFFICE BUILDING
- 4 MCAULEY INSTITUTE
- 5 USF LAW LIBRARY
- 6 USF CAMPUS
- 7 ST. IGNATIUS CHURCH
- 8 CARMELITE MONASTERY



FIGURE C-1 SHADOW DIAGRAMS - MARCH 21/SEPT. 21



DECEMBER 21: NOON

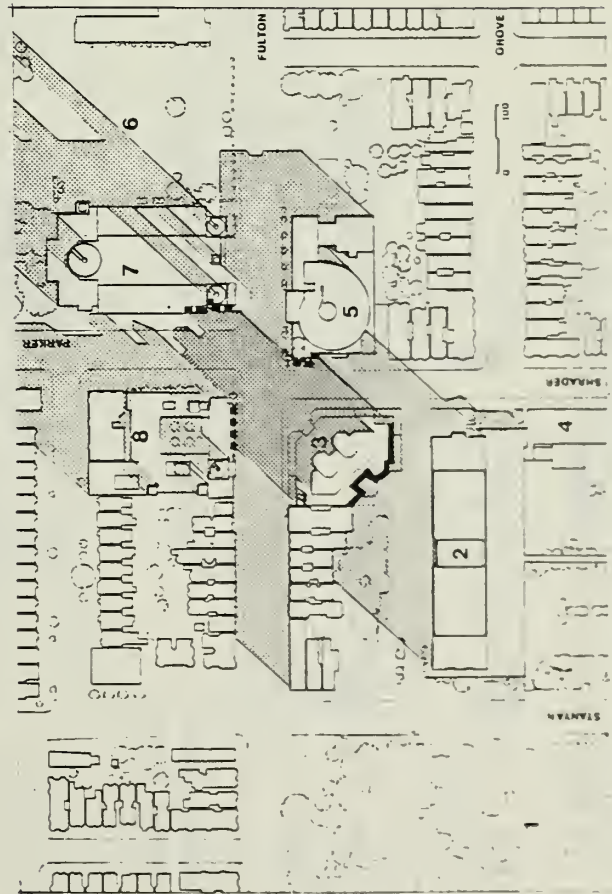


DECEMBER 21: 10 A.M.

- SHADOWS FROM EXISTING BUILDINGS
- NEW SHADOWS FROM PROPOSED ST. MARY'S MOB
- SHADOWS CAST ON WALLS OF MOB
- NEW SHADOWS CAST BY MOB ONTO WALLS OF OTHER BUILDINGS



- 1 GOLDEN GATE PARK
- 2 ST. MARY'S NORTH TOWER
- 3 PROPOSED MEDICAL OFFICE BUILDING
- 4 MCAULEY INSTITUTE
- 5 USF LAW LIBRARY
- 6 USF CAMPUS
- 7 ST. IGNATIUS CHURCH
- 8 CARMELITE MONASTERY



DECEMBER 21: 3 P.M.

FIGURE C-2 SHADOW DIAGRAMS - DECEMBER 21



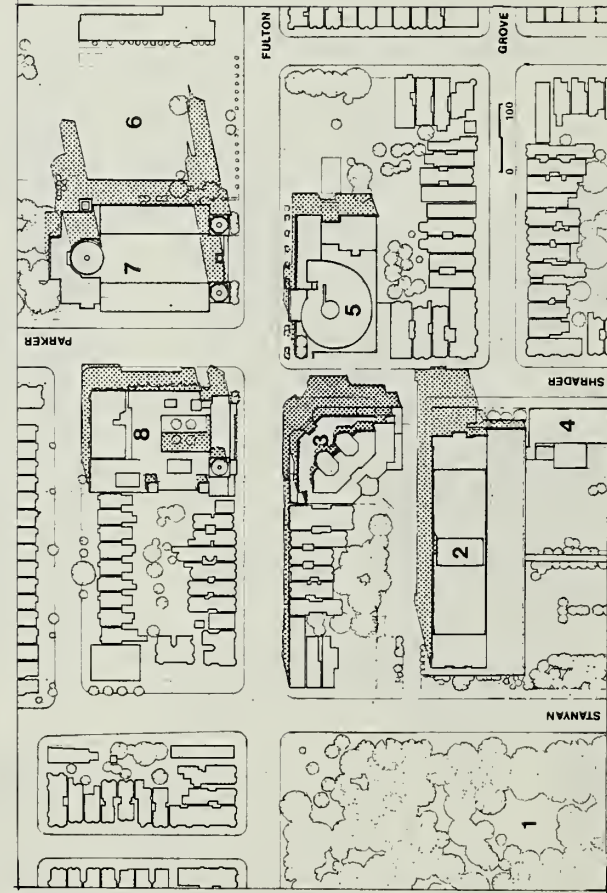
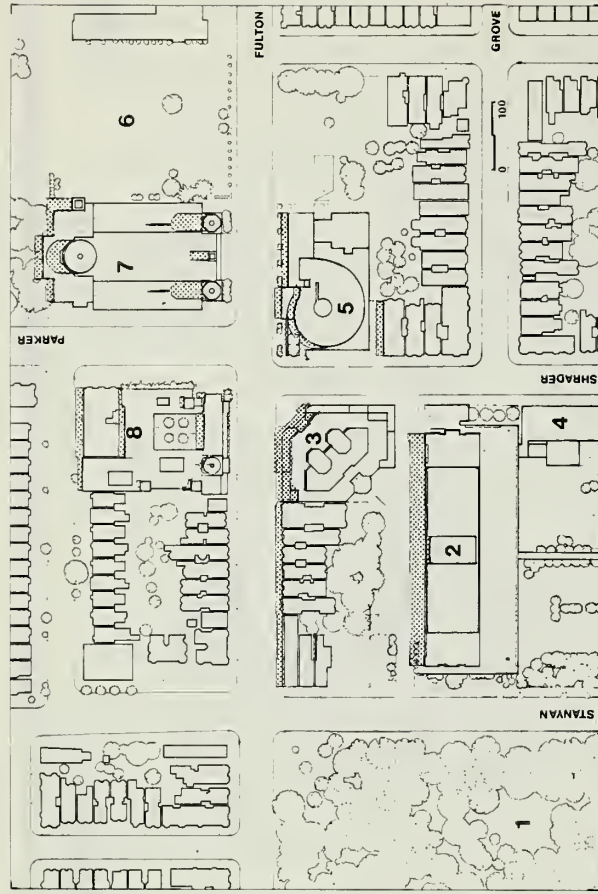
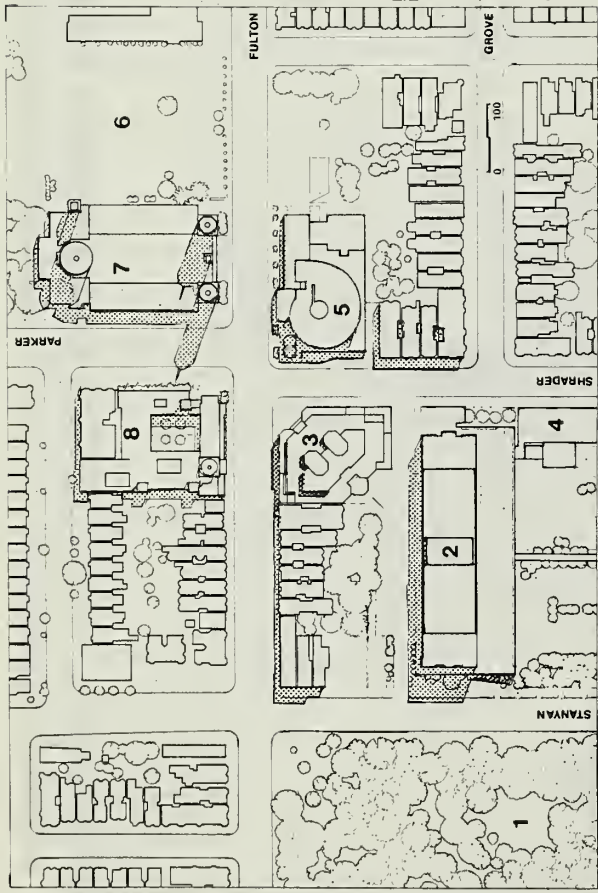


FIGURE C-3 SHADOW DIAGRAMS - JUNE 21



TABLE C-I
SOLAR ANGLES TABLE
(37° N. Latitude)

	10 a.m.				Noon				3 p.m.			
	Az	Alt	Tan	b	Az	Alt	Tan	b	Az	Alt	Tan	b
Dec. 21	30	23	.4245	2.36	0	30	.5774	1.73	42	16	.2867	3.49
March 21/Sept. 21	43.5	43.5	.9490	1.05	0	53	1.3270	0.75	59	34.5	.6873	1.46
June 21	70.5	61	1.8040	0.55	0	76	4.0108	0.25	83.5	49	1.1504	0.87

Az = Azimuth, the angle of the sun to the east or west of due south.

Alt = Altitude, the angle of the sun above the horizon.

Tan = Tangent Alt

$$b = \frac{1}{\tan \text{ alt}}$$

length of shadow = b x height of building

TABLE C-2
SUNRISE, SUNSET, AND SOLAR ANGLES FOR SAN FRANCISCO

<u>Month</u>	<u>Sunrise (a.m.)</u>	<u>Sunset (p.m.)</u>	<u>Azimuth</u>	<u>Altitude</u>
January	7:22	5:21	--	--
February	6:52	5:55	--	--
March	6:12	6:22	--	--
April	5:27	6:51	95.30	12.38
May	4:55	7:17	107.07	11.10
June	4:48	7:35	110.63	11.78
July	5:04	7:28	105.59	13.39
August	5:30	6:55	94.86	12.79
September	5:56	6:09	81.15	10.83
October	6:24	5:24	--	--
November	6:56	4:55	--	--
December	7:21	4:54	--	--

Source: Sunrise and Sunset Tables for the U.S., Table 1044.

Note: Sunrise and sunset are at Pacific Standard Time for the 21st day of the month. The solar angles presented are measured in degrees one hour after sunrise.

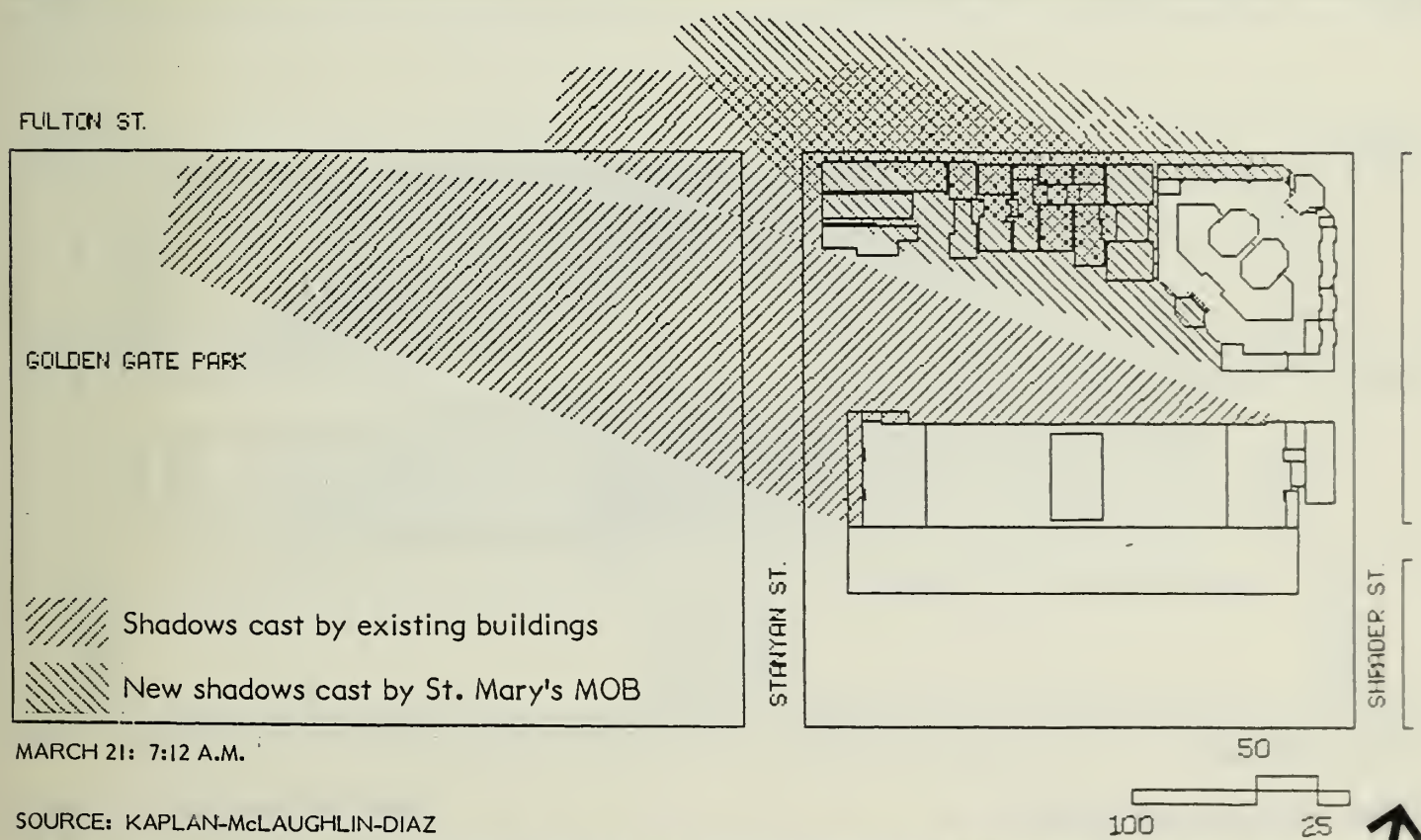
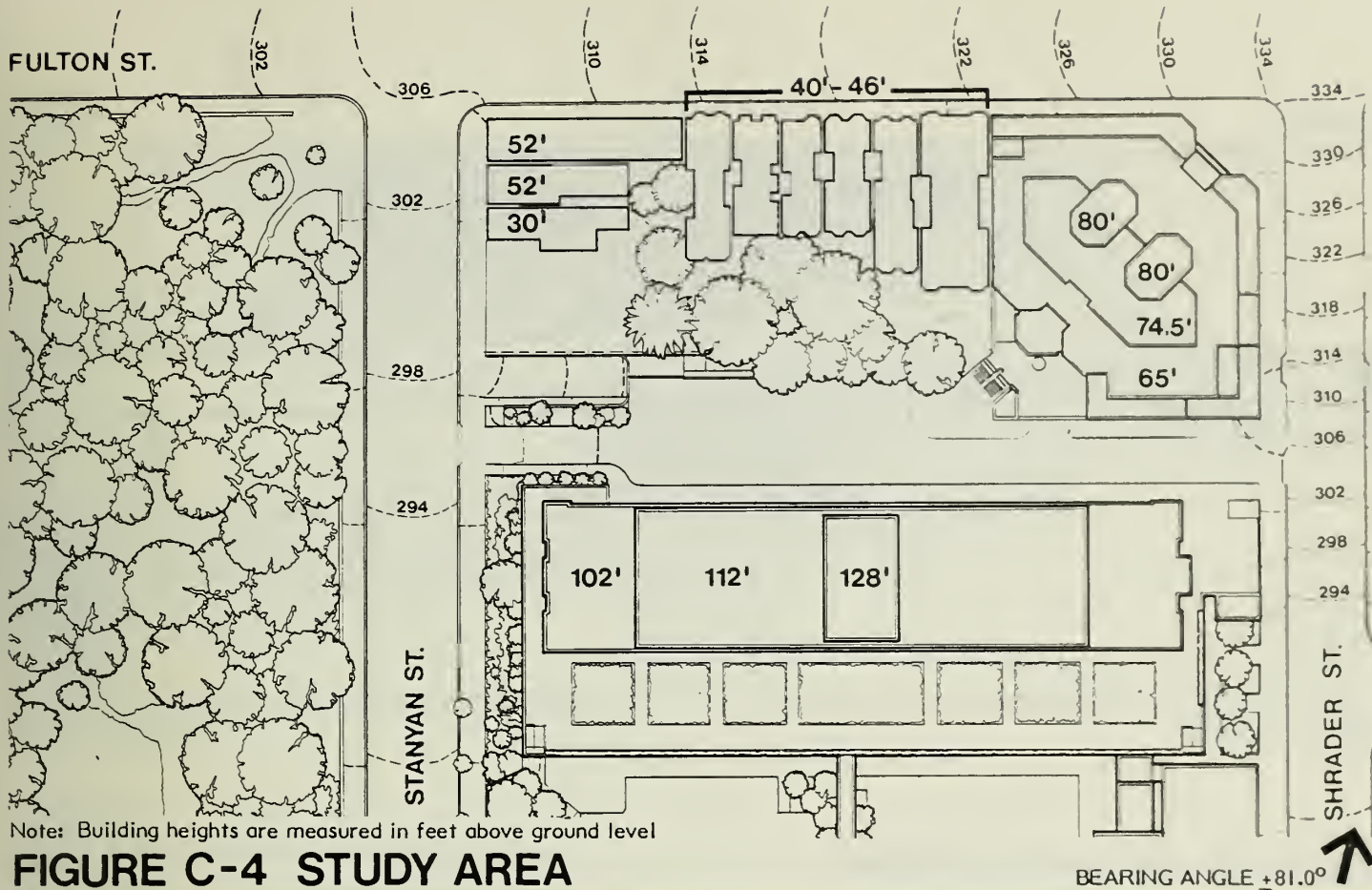
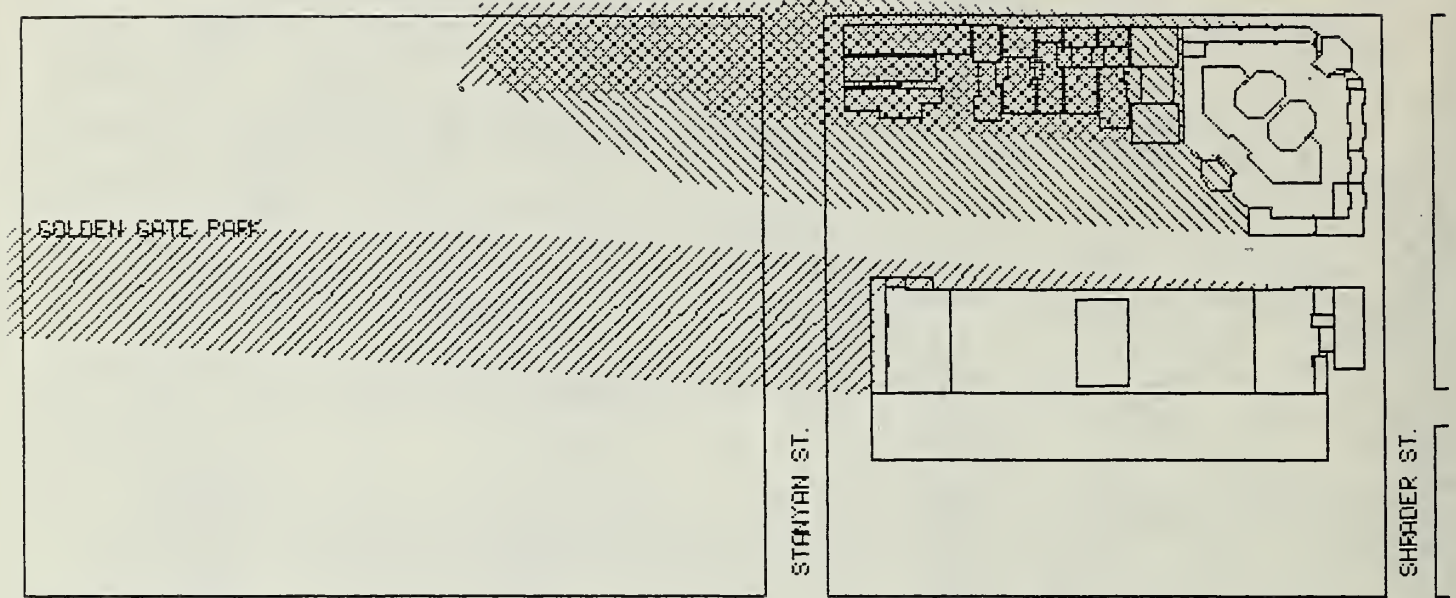


FIGURE C-5a SHADOW EFFECTS OF ST. MARY'S MOB ON GOLDEN GATE PARK

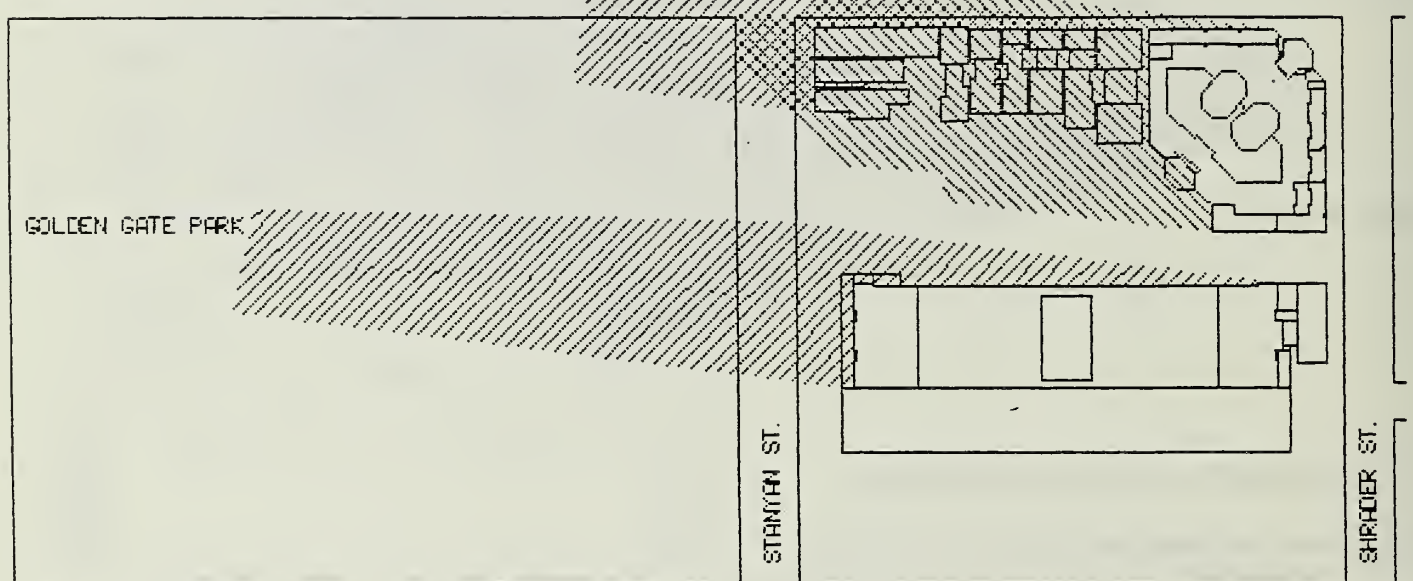
FULTON ST.



APRIL 21: 6:27 A.M.

- Shadows cast by existing buildings
- New shadows cast by St. Mary's MOB

FULTON ST.



APRIL 21: 6:50 A.M.

SOURCE: KAPLAN-McLAUGHLIN-DIAZ

FIGURE C-5b SHADOW EFFECTS OF ST. MARY'S MOB ON GOLDEN GATE PARK

FULTON ST.

GOLDEN GATE PARK

STANYAN ST.

SHEPHERD ST.

MAY 21: 5:55 A.M.

- Shadows cast by existing buildings
- New shadows cast by St. Mary's MOB

FULTON ST.

GOLDEN GATE PARK

STANYAN ST.

SHEPHERD ST.

MAY 21: 6:30 A.M.

SOURCE: KAPLAN-McLAUGHLIN-DIAZ

FIGURE C-5c SHADOW EFFECTS OF ST. MARY'S MOB ON GOLDEN GATE PARK

FULTON ST.

GOLDEN GATE PARK

STANYAN ST.

SHRADER ST.

JUNE 21: 5:48 A.M.

Shadows cast by existing buildings

New shadows cast by St. Mary's MOB

FULTON ST.

GOLDEN GATE PARK

STANYAN ST.

SHRADER ST.

JUNE 21: 6:20 A.M.

SOURCE: KAPLAN-McLAUGHLIN-DIAZ

FIGURE C-5d SHADOW EFFECTS OF ST. MARY'S MOB ON GOLDEN GATE PARK

FULTON ST.

GOLDEN GATE PARK

STANYAN ST.

SHRADER ST.

JULY 21: 6:04 A.M.

- Shadows cast by existing buildings
- New shadows cast by St. Mary's MOB

FULTON ST.

GOLDEN GATE PARK

STANYAN ST.

SHRADER ST.

JULY 21: 6:30 A.M.

SOURCE: KAPLAN-McLAUGHLIN-DIAZ

FIGURE C-5e SHADOW EFFECTS OF ST. MARY'S MOB ON GOLDEN GATE PARK



FULTON ST.

GOLDEN GATE PARK

STANYAN ST.

SHRADER ST.

AUGUST 21: 6:30 A.M.

- Shadows cast by existing buildings
- New shadows cast by St. Mary's MOB

FULTON ST.

GOLDEN GATE PARK

STANYAN ST.

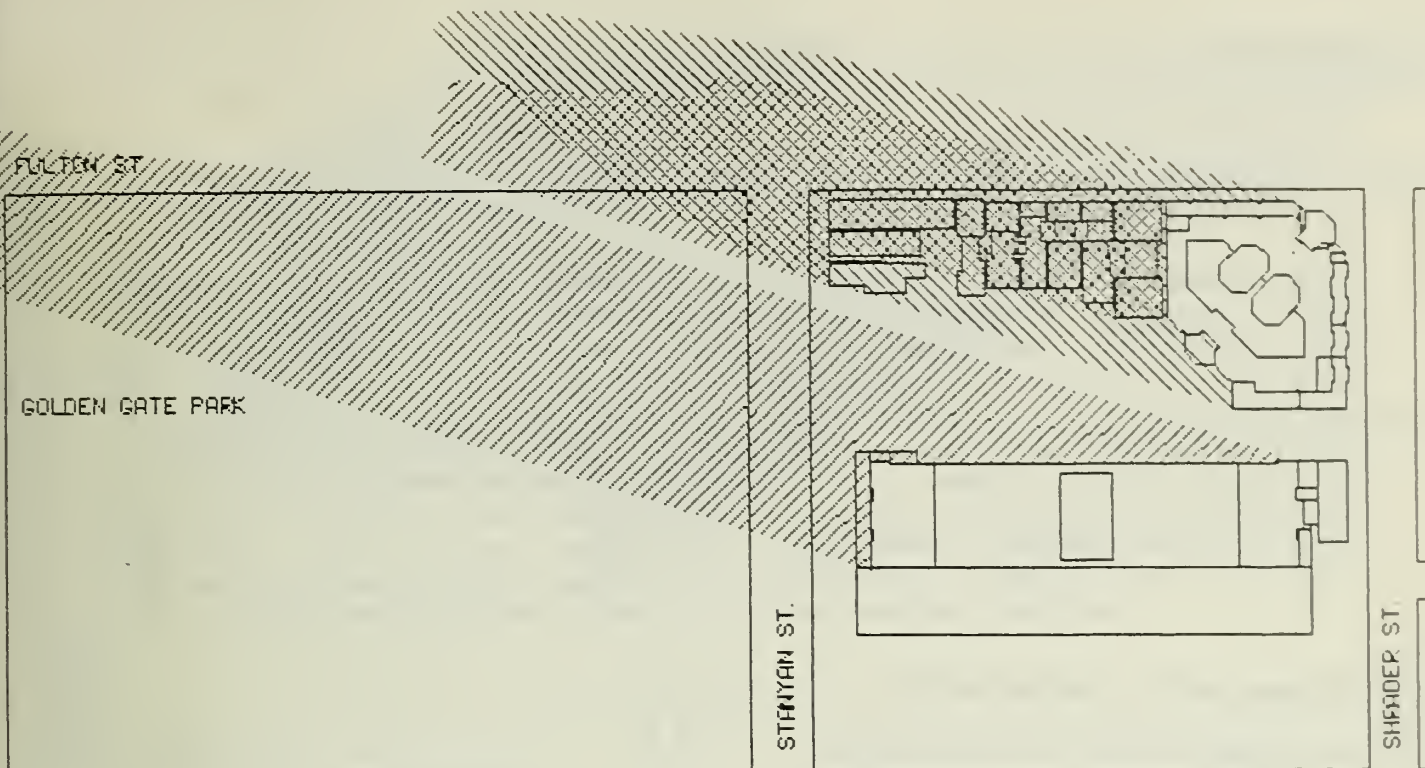
SHRADER ST.

AUGUST 21: 6:50 A.M.



SOURCE: KAPLAN-McLAUGHLIN-DIAZ

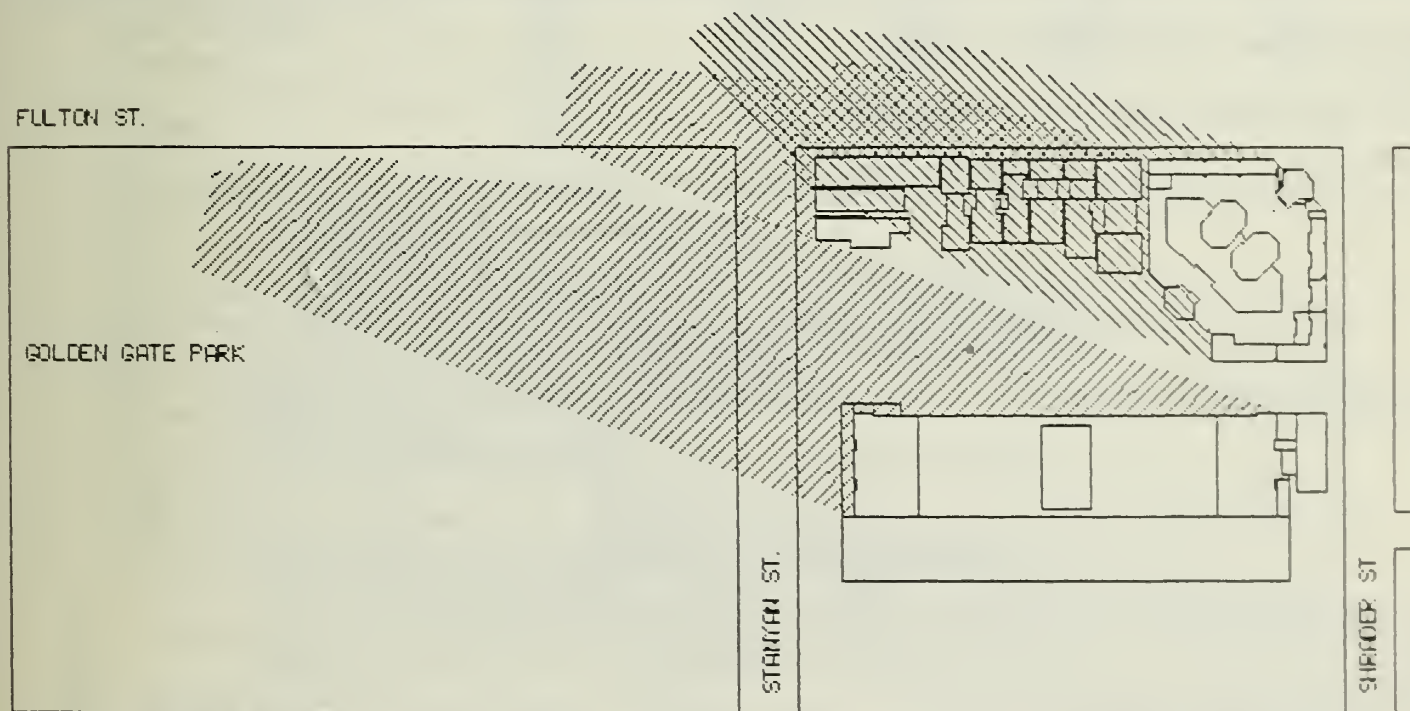
FIGURE C-5f SHADOW EFFECTS OF ST. MARY'S MOB ON GOLDEN GATE PARK





SEPT. 21: 6:56 A.M.

-  Shadows cast by existing buildings
-  New shadows cast by St. Mary's MOB



SEPT. 21: 7:15 A.M.

SOURCE: KAPLAN-McLAUGHLIN-DIAZ

FIGURE C-5g SHADOW EFFECTS OF ST. MARY'S MOB ON GOLDEN GATE PARK

FULTON ST.

GOLDEN GATE PARK

- Shadows cast by existing buildings
- New shadows cast by St. Mary's MOB

STANYAN ST.

SHRADER ST.

OCT. 21: 7:24 A.M.

SOURCE: KAPLAN-McLAUGHLIN-DIAZ

FIGURE C-5h SHADOW EFFECTS OF ST. MARY'S MOB ON GOLDEN GATE PARK

- Shadows cast by existing buildings
- New shadows cast by St. Mary's MOB

FULTON ST.

GOLDEN GATE PARK

STANYAN ST.

SHRADER ST.

MAY 21 5:55 AM PST

FIGURE C-6 SHADOW EFFECTS OF PROPOSITION K ALTERNATIVE ON GOLDEN GATE PARK

APPENDIX D. ST. MARY'S TRAVEL SURVEYS AND ANALYSIS - DKS ASSOCIATES

Introduction. In order to determine the transportation impacts of medical office buildings, questionnaires were administered to the potential occupants of such buildings: physicians, office managers, office staff and patients. The questionnaires were distributed at various medical office buildings within the City of San Francisco during the month of October 1983, except for the office staff surveys which were distributed during December 1983. Four different survey forms, presented at the end of this appendix, were used: one for each type of medical office building (MOB) occupant. No surveys were made of "business function" people or of ancillary function employees which form two more groups of MOB users. "Business function" people include medical salespersons, repairpersons, and so forth. Table D-I lists the types of surveys administered and the number of responses received from each.

TABLE D-I
MOB SURVEY RESPONSES

Type of Survey	Distributed	Returned	Used	Expected No. In MOB	Percent of MOB Population Represented
Physicians	490	106	84	100	84
Office Managers	300	43	38	50	76
Office Staff	900	95	87	228	38
Patients	<u>3,000</u>	<u>180</u>	<u>180</u>	1,077	17
Total	4,690	424	389		

Source: St. Mary's Surveys, October 1983.

The response to the surveys' questions provide information on the following concerns:

1. When and how significant are the peak periods of in/out activity at an MOB?
2. What are the mode splits of MOB occupants and users?
3. For those MOB users who drive, what is the demand for parking and how much are people willing to pay for close-in parking?
4. Where do people come from and go to when arriving at and leaving an MOB (specifically, a San Francisco MOB)?

General Medical Office Building Characteristics. An MOB is comprised of medical offices serving various medical specialties ranging from allergies to urology. Medical specialties can be categorized according to the average number of patients per physician that patronize the office per day. Low volume specialties are those that

handle 0-5 patients per physician daily; medium volume specialties are those that handle 5-15 patients per physician daily; and high volume specialties are those that handle 15 or more patients daily¹. Whether an office handles a low, medium or high volume specialty determines the number of patients that will be seen on an average day as well as the number of physicians and staff persons needed to support the office's services. Table D-2 summarizes the average number of staff and physicians per office according to each specialty category.

TABLE D-2
GENERAL MEDICAL OFFICE CHARACTERISTICS

<u>Component</u>	<u>Average Number per Office</u>		
	<u>Low Volume</u>	<u>Medium Volume</u>	<u>High Volume</u>
Physicians	2.80	2.00	1.70
Office Managers	1.00	1.00	1.00
<u>Average Number per Physician</u>			
Office Staff: Full-time	0.65	1.15	1.60
Office Staff: Part-time	0.05	0.55	1.35
Total Staff/Physician	0.70	1.70	2.95
Total workers/office (including physicians)	5.75	6.40	7.70

Source: St. Mary's Survey, October 1983.
Sample Size of 38 Office Managers.

Most of the inbound/outbound movement at an MOB is generated by patients. Patients are attracted to the MOB by the number of available physicians and their particular specialties. Each specialty has its own patient load level and service rate. The patient load plus the service rate factors determine the number of patients coming to the office on an average day. Table D-3 presents the average number of patient visits per day per physician for various medical specialties. For 75% of the specialties that patient volume information was obtained, St. Mary's Surveys indicated higher daily patient flows than shown in the Appendix to the Pan-Med Center EIR. For all but two specialties for which patient volume data was available from both the surveys and the EIR, the EIR's information was used.

¹City of San Francisco, Pan-Med Center EIR -- Appendix A (Transportation), certified September 4, 1980.

TABLE D-3
DAILY PATIENT VISITS PER PHYSICIAN FOR VARIOUS MEDICAL SPECIALTIES

<u>Low Volume Specialties</u>	<u>Average Patient Visits/Day/Physician</u>
Cardiology	
Cardiology - Pediatric	
Hematology	
Hematology/Oncology	1.0 to 4.25
Nephrology	
Neurology	
Neurosurgery	
Oncology	
Pulmonary Medicine	
Thoracic Surgery	
<u>Medium Volume Specialties</u>	
Endocrinology	
ENT/Maxillofacial Surgery	
External Medicine	
Family Practice	6.7 to 15.6
Gastroenterology	
General Surgery	
Internal Medicine	
Internal Medicine/Cardiology	
Pediatrics	
Plastic Surgery	
Proctology	
Psychiatry	
Radiology	
Urology	
<u>High Volume Specialties</u>	
Allergy	
Dentistry	
Dermatology	
Gynecology	15.0 to 25.0
Obstetrics/Gynecology	
Ophthalmology	
Otolaryngology	

Sources: St. Mary's Surveys, October 1983; Pan-Med Center EIR -- Appendix A (Transportation), certified September 4, 1980.

Medical office closures and physician absences are significant enough to be considered in the calculation of daily trip generation for an MOB. From the office managers' surveys, 15.8% of all offices are closed one day per week; an average of 3.2% of all offices are closed each day since closures occur on no one particular weekday. The average vacation length for all physicians surveyed is 4.4 weeks.

St. Mary's MOB - Proposed Characteristics. St. Mary's MOB would contain 100 physicians in various medical specialties; these 100 physicians serve as the basis for trip generation data developed for the proposed project. Projected trips for office managers and staff, patients, and business function people are generated using the 100 physicians as a fixed parameter. The generated trips are based on the number of MOB users visiting the project during the day, a number which is also based on the 100 physicians.

The MOB is also proposed to house 14,500 square feet (GSF) of ancillary functions. These could include X-ray facilities, a pharmacy, a medical supply store, a delicatessen, or some other retail use, all of which can be commonly found in MOB's. Trips generated by the ancillary functions generally have already been accounted for by the MOB; that is, they are internal trips. The only external trips generated by the ancillary functions are those generated by the ancillary employees. Using a rate of 1 employee per 1,000 GSF, St. Mary's MOB would have about 15 ancillary employees. For the analysis done in this report, the ancillary employees will be combined with office managers and staff under the general heading "MOB employees."

Peak Periods of Activity. Information concerning the times of day that various activities occur was obtained from the surveys. Patient arrivals and lengths of stay, general medical office hours and office staff work hours can all be directly applied to a new MOB to determine peak activity periods (see Table D-4). Physicians were asked to list their daily arrival times at St. Mary's Hospital which would be located adjacent to a proposed MOB (summarized in Table D-4). (However, some physicians surveyed do not do work at St. Mary's Hospital). Physicians do not always maintain the same hours as their offices so their arrival and departure times cannot be derived from their office's hours.

The surveys did not ask questions regarding the departure times of physicians from their medical offices. Based upon information provided by St. Mary's Hospital, it is most likely that physicians leave their offices at the same rate as the office workers. Since the Hospital is next to the proposed MOB, it is assumed that most physicians would make hospital rounds after leaving their offices and before going home. As a result, the peak departure period for physicians would be one-half hour later than that for office workers. Thus, the physicians' departure rate is assumed to be the same as shown for office workers in Table D-4, except for a thirty minute offset to account for hospital rounds.

The surveys asked questions concerning weekend activity. In general, weekend activity of MOB users is insignificant compared with weekday activity.

Patients, unlike MOB workers, leave a medical office soon after they arrive. Patient visit times range from ten minutes to two hours according to the survey results. The average length of a patient visit is 25 minutes. The surveys asked for no breakdown of patient visit times by medical specialties; however, with each specialty there can be a wide range of patient visit times such that an overall average time is a satisfactory approximation for all specialties.

TABLE D-4
TIME OF DAY OF VARIOUS MOB ACTIVITIES
Average Weekday (Percent of Sample Size)

Time		Office Opens (%)	Staff In (%)	Patients In (%)	Staff Out (%)	Office Closes (%)	Physicians In at Hosp'l (%) ¹
7:00	- 7:30 AM	2.8	--	--	--	--	17.5
7:30	- 8:00	6.0	0.7	--	--	--	12.2
8:00	- 8:30	15.9	0.7	--	--	--	23.4
8:30	- 9:00	19.4	52.1	2.1	--	--	9.7
9:00	- 9:30	52.8	12.1	2.1	--	--	16.4
9:30	- 10:00	8.3	3.3	2.8	--	--	1.0
10:00	- 10:30	5.6	4.1	9.2	--	--	5.9
10:30	- 11:00	--	0.3	4.3	--	--	1.0
11:00	- 11:30	2.8	0.5	2.8	--	--	1.2
11:30	- 12:00 Noon	--	3.6	0.7	0.8	--	1.2
12:00	- 12:30 PM	--	1.4	2.1	0.8	--	--
12:30	- 1:00	--	0.5	0.7	0.3	--	0.4
1:00	- 1:30	2.8	0.3	7.1	1.9	--	4.1
1:30	- 2:00	5.6	--	10.6	0.6	--	--
2:00	- 2:30	--	--	12.8	0.6	--	3.2
2:30	- 3:00	--	--	9.9	1.4	--	--
3:00	- 3:30	--	--	11.3	0.8	--	0.2
3:30	- 4:00	--	--	7.8	3.3	--	--
4:00	- 4:30	--	--	4.3	5.0	2.8	2.0
4:30	- 5:00	--	--	3.5	38.2	5.6	0.4
5:00	- 5:30	--	--	2.8	29.0	38.9	--
5:30	- 6:00	--	--	0.7	13.6	36.1	--
6:00	- 7:00	--	--	0.7	3.3	13.9	0.2
7:00	- 8:00	--	--	--	0.3	--	--
Totals		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Sample Sizes		38	87	172	87	38	51

Source: St. Mary's Surveys, October and December 1983.

¹The St. Mary's Surveys had data for the time of day physicians arrive at the hospitals, but not for the time of day that they arrive at an MOB. It is assumed that most physicians would make early morning hospital rounds and then go to their offices.

The peak hour(s) of activity for the various MOB users can be discerned from Table D-4 and are summarized in Table D-5.

Trip Generation Rates of St. Mary's MOB Users. This section presents the recommended trip generation rates for various MOB users based on the results of St. Mary's and Pan-Med Center surveys. Both daily rates and peak hour rates are presented. There are three peak hours during the day as derived from Tables D-4 and D-5: 8:00 - 9:00 a.m., 1:30 - 2:30 p.m. and 4:30 - 5:30 p.m.

Daily.

Physicians - 4.0 person trips/day (from St. Mary's physician surveys).

MOB Employees - 4.0 person trips/day (from Pan-Med EIR).

Patients - See Table D-3

Other MOB Visitors - 8.0 trips/day/physician (from Pan-Med EIR).

Peak Hour - 8:00 - 9:00 a.m.

Physicians - 33.1% of the total number of physicians are inbound (from St. Mary's physician surveys).

MOB Employees - 68.0% of the total number of office managers, staff and ancillary employees are inbound (from St. Mary's office staff surveys).

Patients - 2.3% of the total number of daily patients come in and 1.2% of the total number of daily patients go out (from St. Mary's patient surveys).

Other MOB Visitors - 2.5% of the total number of daily visitor trips are inbound and 2.5% of the total number of daily visitor trips are outbound (from Pan-Med EIR).

Peak Hour - 1:30 - 2:30 p.m.

Physicians - 3.2% of the total number of physicians are inbound (from St. Mary's physician surveys).

MOB Employees - 1.2% of the total number of office managers, staff and ancillary employees are outbound (from St. Mary's office staff surveys).

Patients - 23.3% of the total number of daily patients come in and 19.2% of the total number of daily patients go out (from St. Mary's patient surveys).

Other MOB Visitors - 5.9% of the total number of daily MOB visitor trips go in and 5.9% go out (from Pan-Med EIR).

TABLE D-5
PEAK HOURS OF PERSON-TRIPS TO/FROM MOB

<u>MOB User</u>	<u>Inbound to MOB</u>		<u>Outbound from MOB</u>	
	<u>Peak Hour</u>	<u>Percent</u> ¹	<u>Peak Hour</u>	<u>Percent</u> ²
Patients	1:30-2:30 p.m.	23.4	2:00-3:00 p.m.	23.4
Office Staff	8:00-9:00 a.m.	68.0	4:30-5:30 p.m.	67.2
Physicians	7:30-8:30 a.m. ³	35.6	5:00-6:00 p.m. ⁴	67.0 ⁴

Source: St. Mary's Surveys, October and December 1983.

¹Percent of daily inbound person-trips.

²Percent of daily outbound person-trips.

³At hospital.

⁴Estimated (not surveyed).

Peak Hour - 4:30 - 5:30 p.m.

Physicians - an estimated 43% of physicians are outbound.

MOB Employees - 67.2% of the total number of office managers, staff and ancillary employees go out (from St. Mary's office staff surveys).

Patients - 7.0% of the total number of daily patients come in and 8.4% of the total number of daily patients go out (from St. Mary's patient surveys).

Other MOB Visitors - 0.5% of the total number of daily visitor trips come in and 0.5% of the total number of daily visitor trips go out (from Pan-Med EIR).

Trip Generation Estimates for St. Mary's MOB. This section combines the survey results from Tables D-2 and D-3 with the trip generation rates to develop daily and peak hour trip generation values for St. Mary's MOB users.

Office Closures. From the survey results, 15.8% of all medical offices are closed on the average weekday; that is, an average of 3.2% are closed per weekday. Thus, it is reasonable to decrease trip generation by 3.2% to account for office closures.

Daily.

Physicians - 100 physicians x 4 trips/day = 400 trips/day with all offices open; 400 trips/day x 96.8% of offices open = 387 trips/day.

Office Managers/Staff -

Low Volume - 17 physicians \times (0.7 staff + 1 office manager/2.8 physicians) \times 4.0 trips/day = 72 trips/day with all offices open; 72 trips/day \times 96.8% of offices open = 70 trips/day

Medium Volume - 63 physicians \times (1.7 staff + 1 office manager/2.0 physicians) \times 4.0 trips/day = 554 trips/day with all offices open; 554 trips/day \times 96.8% of offices open = 537 trips/day.

High Volume - 20 physicians \times (2.95 staff + 1 office manager/1.7 physicians) \times 4.0 trips/day = 283 trips/day with all offices open; 283 trips/day \times 96.8% of offices open = 274 trips/day.

Total - 881 trips/day for managers and staff

Ancillary Function Employees - 15 employees \times 4 trips/day = 60 trips/day.

Patients - Table D-6 shows that the total number of expected patient visits per day is 1,077. This represents a total of 2,154 daily trips since each patient makes 2.0 trips/day. If 3.2% of all medical offices are closed on the average weekday, there would be 2,084 daily patient trips.

Other MOB Visitors - 100 physicians \times 8 trips/day/physician = 800 trips/day with all offices open; 800 trips/day \times 96.8% of offices open = 774 trips/day

TOTAL TRIPS = 4,186 trips/day

Peak Hour - 8:00 - 9:00 a.m.

Physicians - 100 physicians \times 33.1% in = 33 trips in with all offices open; 33 trips in \times 96.8% of offices open = 32 trips in.

Office Managers/Staff - 220 office managers and staff \times 68.0% in = 150 trips in with all offices open; 150 trips in \times 96.8% of offices open = 145 trips in.

Ancillary Function Employees - 15 employees \times 68% in = 10 trips in.

Patients - 1,077 daily patients \times 2.3% in = 25 patients in; 1,077 daily patients \times 1.2% out = 13 patients out; 25 patients in \times 96.8% of offices open = 24 patients in; 13 patients out \times 96.8% of offices open = 13 patients out.

Other MOB Visitors - 800 trips/day \times 2.5% in/out = 20 trips in/out; 20 trips in/out \times 96.8% of offices open = 19 trips in, 19 trips out.

TOTAL TRIPS - 230 trips in, 32 trips out.

TABLE D-6
PATIENTS

	<u>Expected Number of Physicians</u>	<u>Average Number Per Physician</u>	<u>Average Number Per Day</u>
Low Volume Specialties	17	3.1	52.8
Medium Volume Specialties	63	9.9	626.1
High Volume Specialties	20	19.9	397.7
Total	100	10.8	1,077.0

Sources: Curt Terry, Drexel-Toland Associates phone conversation, March 8, 1984; St. Mary's Surveys, October 1983; Pan-Med Center EIR - Appendix A (Transportation), certified September 4, 1980.

Peak Hour - 1:30 - 2:30 p.m.

Physicians - 100 physicians x 3.2% in = 3 trips in.

Office Managers/Staff - 220 staff x 1.2% out = 3 trips out.

Ancillary Function Employees - 15 employees x 1.2% out = 0 trips

Patients - 1,077 daily patients x 23.3% in = 251 patients in; 1,077 daily patients x 19.2% out = 207 patients out; 251 patients in x 96.8% of offices open = 243 patients in; 207 patients out x 96.8% of offices open = 200 patients out.

Other MOB Visitors - 800 daily trips x 5.9% in/out = 47 trips in/out; 47 trips in/out x 96.8% of offices open = 45 trips in/out.

TOTAL TRIPS - 291 trips in, 248 trips out.

Peak Hour - 4:30 - 5:30 p.m.

Physicians - 100 physicians x 43% out = 43 trips out with all offices open; 43 trips out x 96.8% of offices open = 42 trips out.

Office Managers/Staff - 220 staff x 67.2% out = 148 trips out with all offices open. 148 trips out x 96.8% of offices open = 143 trips out.

Ancillary Function Employees - 15 employees x 67.2% out = 10 trips out.

Patients - 1,077 daily patients x 7.0% in = 75 patients in; 1,077 daily patients x 8.4% out = 90 patients out; 75 patients in x 96.8% of office open = 73 patients in; 90 patients out x 96.8% of offices open = 87 patients out.

Other MOB visitors - 800 trips/day x 0.5% in/out = 4 trips in and 4 trips out.

TOTAL TRIPS - 77 trips in, 286 trips out.

Trip Distribution of MOB Users. The surveys of patients and of office staff yielded trip origin information that can be applied to patients, office managers and office staff for the proposed MOB. In general, office staff and office managers originate their journey-to-MOB trips at their homes; thus, a residence distribution for office workers reveals their trip origins. Patients' journey-to-MOB trips originate at either their homes or their work places; the surveys took into account the possibility of non-residential trip origins for patients. Table D-7 summarizes journey-to-MOB trips origins for San Francisco MOB patients and office workers.

No information was obtained from the surveys as to the trip origins for San Francisco physicians. Trip origins for physicians were estimated by the St. Mary's Hospital planning staff and are presented in Table D-7.

Trips by business function people (other MOB visitors) all are estimated to originate in downtown San Francisco and South of Market because most business activities are located there. However, even if some of the trips originated in the East Bay, those trips would be accounted for since all trips have been estimated to originate east of the proposed MOB site.

Mode Splits of MOB Users. Questions concerning mode of travel were asked in the patient, office staff and physician surveys. The surveys revealed vastly varying mode splits for each user type as shown in Table D-8.

Trips by Mode of MOB Users.

Daily Vehicle Trips.

Physicians - 100 physicians x 2.0 commute trips/physicians x 98.8% auto = 198 daily vehicle trips.

MOB Employees - 235 employees x 2.5 vehicle trips/employee x 58.4% auto = 343 daily vehicle trips. (Note: The St. Mary's survey results indicated an average of 0.5 vehicle trips/day for office staff outside of commuting).

Patients - 1,077 daily patients x 2.0 in/out trips/patient x 66.3% auto = 1,428 daily vehicle trips.

Other MOB Visitors - 800 daily trips x 100% auto = 800 daily vehicle trips.

TOTAL Daily Vehicle Trips - 2,769 daily vehicle trips; accounting for daily office closures, 2,681 daily vehicle trips.

TABLE D-7
JOURNEY-TO-MOB TRIP ORIGINS

<u>Location</u>	<u>Percent Physicians¹</u>	<u>Percent Patients²</u>	<u>Percent Office Managers and Staff²</u>
East Bay	0	9.8	6.9
North Bay	25	7.0	15.1
Peninsula (including S.SF)		5.6	10.5
Daly City Area	15	4.2	6.9
San Francisco			
94102 - Civic Center		2.1	2.4
94103 - SOMA		1.4	0.0
94107 - China Basin		2.1	0.0
94108 - Financial District		1.4	0.0
94109 - Nob Hill		3.5	2.4
94110 - Potrero		6.3	2.4
94111 - Financial District		2.1	0.0
94112 - Portola		4.9	3.6
94114 - Diamond Hts.		4.9	3.6
94115 - Pacific Hts.		2.8	1.2
94116 - South Sunset		7.0	0.0
94117 - Haight-Ashbury		7.0	6.1
94118 - Inner Richmond		0.7	6.1
94121 - Outer Richmond		2.1	7.3
94122 - North Sunset		6.3	8.5
94123 - Marina		3.5	2.4
94124 - Bayview		1.4	0.0
94127 - St. Francis		3.5	2.4
94131 - Noe Valley		1.4	2.4
94132 - Ingleside		4.9	4.9
94133 - Telegraph Hill		1.4	1.2
94134 - Visitacion Valley		2.8	3.6
Total SF	<u>60</u>	<u>73.5</u>	<u>60.5</u>
Totals	100%	100%	100%

Sources:

¹Residence locations for physicians estimated by St. Mary's Hospital and Medical Center planning staff, March 1984. The figures shown are for physicians who work at St. Mary's Hospital and Medical Center. The planning staff's estimate was based on their general knowledge of where physicians live and was not based on actual survey data. Hence, no detailed information on the location of physicians' residences in San Francisco was available.

²St. Mary's Surveys, October and December 1983.

TABLE D-8
MODE SPLITS OF MOB USERS
Percentage

<u>Mode</u>	<u>Patients</u>	<u>Office Manager and Staff</u>	<u>Physicians</u>	<u>MOB Visitors</u>
Auto - Driver	41.9	50.6	98.8	100.0
Auto - Passenger Vehicle not Parked	7.2	1.1	0.0	0.0
Auto - Passenger Vehicle Parked	17.2	6.7	0.0	0.0
Public Transit (MUNI)	22.1	33.7	0.0	0.0
Walk	8.3	4.5	0.0	0.0
Other	3.3	3.4	1.2	0.0
Sample Sizes	148	87	81	(Pan-Med EIR)

Sources: St. Mary's Surveys, October 1983; Pan-Med Center EIR, Appendix A (Transportation), certified September 4, 1980.

NOTES: Patient carpools are assumed to include only one patient, thus maintaining a rate of one patient per auto.

Office managers, staff and ancillary function employees are assumed to have the same mode split although only office staff persons were surveyed.

Peak Hours - AM, Afternoon and PM (not including effects of office closures).

	Split	AM	Afternoon	PM
Physicians				
Auto	98.8%	33 (in)	3 (in)	43 (out)
All Modes		33 (in)	3 (in)	43 (out)
MOB Employees				
Auto	58.4%	93 (in)	2 (out)	92 (out)
Autos Parked	57.3%	92 (in)	2 (out)	91 (out)
MUNI	33.7%	54 (in)	1 (out)	53 (out)
Walk	4.5%	7 (in)	0 (out)	7 (out)
Other	3.4%	6 (in)	0 (out)	6 (out)
All Modes	100.0%	160 (in)	3 (out)	158 (out)
Patients				
Auto	66.3%	17 (in) 9 (out)	166 (in) 137 (out)	50 (in) 60 (out)
Auto Parked	59.1%	15 (in) 8 (out)	148 (in) 122 (out)	44 (in) 53 (out)
MUNI	22.1%	5 (in) 3 (out)	56 (in) 46 (out)	17 (in) 20 (out)
Walk	8.3%	2 (in) 1 (out)	21 (in) 17 (out)	6 (in) 7 (out)
Other	3.3%	1 (in) 0 (out)	8 (in) 7 (out)	2 (in) 3 (out)
All Modes	100.0%	25 (in) 13 (out)	251 (in) 207 (out)	75 (in) 90 (out)
Other MOB Visitors				
Auto	100.0%	40	94 (50% in and 50% out)	8

Intersection Level-of-Service. A computer model was used to calculate the intersection volume-to-capacity (v/c) ratios and levels-of-service. Based on the Transportation Research Board's Circular 212 (1980), "Interim Materials on Highway Capacity," the method for calculating v/c ratios and levels-of-service for signalized intersections is generally accepted by traffic engineers throughout the country.

The St. Mary's analysis applied this method to both the signalized and unsignalized intersections; unsignalized intersections were assumed to be signalized. To assure the validity of this assumption, another method specifically for unsignalized intersections (also found in Circular 212) was applied to two unsignalized intersections studied in the report. The following results were obtained:

- Shrader & Hayes: Existing conditions: v/c ratio = 0.22, LOS "A".¹ Project build-out year conditions: v/c ratio = 0.32, LOS "A". These results are very similar to the results obtained when it was assumed that the intersection was signalized.

¹Level-of-service (LOS) "A" describes a condition of free flow, with low volumes and high speeds. Traffic density is low, with speeds controlled by driver desire, speed limits, and physical road conditions.

- Stanyan & Hayes: Examination of this intersection revealed that there are now and will be in the future long delays to vehicles entering Stanyan Street from Hayes Street. The delays would increase slightly with the addition of the proposed project.

Parking Characteristics of MOB Users. Of those physicians surveyed who currently frequent St. Mary's Hospital one or more times per week, 100% of them use St. Mary's Doctor's Lot (81% of all physicians surveyed go to St. Mary's Hospital once or more per week).

Of major importance in providing adequate parking facilities for MOB users is the knowledge of how much they are willing to pay for off-street accommodations. Table D-9 presents the survey results concerning how much MOB users currently pay and are willing to pay for off-street parking. Most automobile-driving MOB users paid no fee for parking. Those users who currently pay for parking would be willing to pay at least the same amount at a new MOB. For example, several office employees currently pay \$6.00 a day for parking; they would be willing to pay the same amount at a new MOB. The surveys indicate that \$1.50 per day is the average maximum that MOB patients and office workers would be willing to pay for parking.

The projected demand for parking at an MOB (see Table D-10) can be developed from mode split and trip generation data as developed in earlier sections of this appendix. From Table D-7, 59.1% of all patients, 57.3% of all office managers and staff, and 98.8% of all physicians would be in need of a parking space at or near an MOB. Each component of MOB users will have a "group" demand for parking as well as a "group" turnover rate. For example, the turnover rate for patient parking spaces will be much higher than for office workers and physicians.

TABLE D-9
MOB USERS' PAYMENT FOR PARKING

<u>Amount/Day</u>	Patients		Office Managers and Staff	
	<u>Currently</u>	<u>Willing</u>	<u>Currently</u>	<u>Willing</u>
Free	45%	100%	72%	100%
up to - \$0.50	57%	100%	74%	49%
up to - \$1.00	67%	79%	76%	47%
up to - \$1.50	71%	46%	80%	33%
up to - \$2.00	100%	34%	85%	28%
up to - \$2.50	100%	17%	87%	14%
up to - \$3.00	100%	14%	89%	14%
up to - \$3.50	100%	4%	89%	12%
up to - \$4.00	100%	4%	89%	12%
up to - \$4.50	100%	2%	89%	9%
up to - \$5.00	100%	2%	96%	9%
up to - \$5.50	100%	0%	96%	5%
up to - \$6.00	100%	0%	96%	5%
up to and over \$6.00	100%	0%	100%	0%

Source: St. Mary's Surveys, October and December 1983.

TABLE D-10
ESTIMATE OF PARKING ACCUMULATION AT ST. MARY'S MOB

<u>Time</u>	<u>Physicians</u>		<u>MOB Em- ployees</u>		<u>Patients</u>		<u>Other MOB Visitors</u>		<u>Total Vehicles</u>		<u>Accum'd Parking Demand</u>
	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	
7:00 - 8:00 a.m.	30	0	8	0	4	0	0	0	42	0	42
8:00 - 8:30	23	0	22	0	5	4	10	10	60	14	88
8:30 - 9:00	10	0	71	0	13	5	10	10	104	15	177
9:00 - 9:30	17	0	17	0	14	13	23	23	71	36	212
9:30 - 10:00	1	0	4	0	18	14	24	24	47	38	221
10:00 - 10:30	6	0	6	0	59	18	23	23	94	41	274
10:30 - 11:00	1	0	0	0	27	59	24	24	52	83	243
11:00 - 11:30	1	0	1	0	18	27	23	23	43	50	236
11:30 - 12:00 Noon	1	1	5	1	4	18	24	24	34	44	226
12:00 - 12:30 p.m.	0	1	2	1	13	4	23	23	38	30	234
12:30 - 1:00	1	1	1	0	5	13	24	24	31	38	227
1:00 - 1:30	4	0	0	3	45	5	23	23	72	31	268
1:30 - 2:00	0	2	0	1	68	45	24	24	92	68	292
2:00 - 2:30	3	1	0	1	82	68	23	23	108	93	307
2:30 - 3:00	0	1	0	2	63	82	24	24	87	109	285
3:00 - 3:30	0	1	0	1	72	63	23	23	95	88	292
3:30 - 4:00	0	1	0	4	50	72	24	24	74	101	265
4:00 - 4:30	2	3	0	7	27	50	23	23	52	83	234
4:30 - 5:00	0	5	0	52	22	27	2	2	24	86	172
5:00 - 5:30	0	38	0	40	18	22	2	2	20	102	90
5:30 - 6:00	0	29	0	19	4	18	0	0	4	66	28
6:00 - 7:00	0	14	0	5	5	9	0	0	5	28	3
7:00 - 8:00	0	3	0	0	0	0	0	0	0	3	0

Maximum parking demand (2:00 - 2:30 p.m.) = 307 vehicles.

Maximum parking demand including office closures = 297 vehicles.

Source: St. Mary's Surveys, October and December 1983

St. Mary's Survey Forms. Copies of the four survey forms distributed are presented on the following pages.

PHYSICIAN QUESTIONNAIRE

Please take 10 minutes to respond to this questionnaire. It is an attempt to determine facts about your potential use of St. Mary's Medical Office Building. The questionnaire is divided into sections addressing ownership/management issues, transportation and parking needs and space requirements. Please assume that the building will be ready for occupancy in March, 1986, and that the rents, if Hospital-owned, will be competitive.

1. What factors would influence you to move your office to St. Mary's MOB? Please rank the choices below from 1 to 8, with 1 indicating the most influential factor:
 - a. Convenience for your patients and their families _____
 - b. Proximity to the Hospital, eliminating need for frequent trips between the office and St. Mary's _____
 - c. Size of offices/suites _____
 - d. Competitive rent _____
 - e. Availability of ancillary services within the office building _____
 - f. Availability of parking for office staff and patients _____
 - g. Ability to design your office/suite space _____
 - h. Proximity to physicians in other specialties who practice at St. Mary's _____
 - i. Would not consider moving _____
 - j. Other _____

Ownership/Management Issues

2. In considering an office at St. Mary's, with which of the following statements do you agree? Please check all that apply:
 - a. I want some form of ownership control in the building. ☐
 - b. I want tax benefits to accrue to me through an arrangement such as a limited partnership. ☐
 - c. I want no responsibility to the building other than rent payments. ☐
 - d. I want the building to be owned and managed by the Hospital. ☐

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3. In the boxes below, please indicate the maximum amount you would pay on a monthly basis per square foot of medical office space:

- | | |
|----------------------------|--------------------------|
| a. \$1.25 per square foot | <input type="checkbox"/> |
| b. \$1.50 per square foot | <input type="checkbox"/> |
| c. \$1.75 per square foot | <input type="checkbox"/> |
| d. \$2.00 per square foot | <input type="checkbox"/> |
| e. \$2.25 per square foot | <input type="checkbox"/> |
| f. \$2.50 per square foot | <input type="checkbox"/> |
| g. \$2.75 per square foot | <input type="checkbox"/> |
| h. \$3.00. per square foot | <input type="checkbox"/> |

Transportation and Parking

4. How frequently do you travel to St. Mary's ?

- | | |
|-------------------------------|----|
| _____ times per week | /1 |
| _____ less than once per week | /2 |

5. Do you currently use St. Mary's Doctor's Lot? _____(y/n) /3

If yes, how frequently? _____ /4

6. In the last week, what approximate times did you arrive to park at St. Mary's?

	<u>Time/Purpose (i.e. surgery, rounds, etc.)</u>	
Monday	_____	/5
Tuesday	_____	/6
Wednesday	_____	/7
Thursday	_____	/8
Friday	_____	/9
Saturday	_____	/10
Sunday	_____	/11

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7. How do you most often travel to St. Mary's? /12
- a. Car, driven by self, parked ☐
 - b. Car, driven by someone else, parked ☐
 - c. Car, driven by someone else, dropped off ☐
 - d. Public Transportation ☐
 - e. Walk ☐
 - f. Other ☐
8. How do you most often travel to your office? /13
- a. Car, driven by self, parked ☐
 - b.. Car, driven by someone else, parked ☐
 - c. Car, driven by someone else, dropped off ☐
 - d. Public Transportation ☐
 - e. Walk ☐
 - f. Other ☐
9. About how many times a day do you come and go to your office ? _____
10. How many weeks per year are you away from your office? _____
Is your office staff in attendance during that period? _____ (y/n)
11. One way of saving space and increasing efficiency in a parking garage is the use of tandem parking. Tandem parking would provide one space for you and one for an associate, both reserved, with one against the wall and one on the aisle. Would a tandem parking arrangement be acceptable to you if a parking attendant were available to move the cars ? _____ (y/n)

Space Requirements

The following questions attempt to verify the number and type of space required.

12. How much space, approximately, do you currently occupy ?
_____ square feet

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13. How much space will you require in the future?

☐

More

☐

Less

☐

Same

14. Please fill in the blank with the response closest to your estimated need:

a. Small exam rooms (approx. 8' x 10') _____

b. Large exam rooms (approx. 10' x 10') _____

c. Main waiting area for _____ people

d. Receptionist area for _____ people

e. Additional secretarial space for _____ people

f. Nurse station for _____ people

g. Storage rooms for portable equipment, general office and medical supplies _____ (number)

15. Some of the neighbors have expressed concern about possible radiation emanating from the building. Please indicate if you intend to utilize diagnostic or therapeutic modalities such as nuclear medicine imaging or radiation therapy in your office suite:

16. Do you expect to produce any hazardous substance such as chemicals, tissue or radioactive material?

_____ (y/n)

Shared Facilities

One way of maintaining low practice costs is to share facilities or services with other physicians. For the following questions, please check all that apply:

17. Would you consider sharing any of the following functions with other physicians in a suite?

a. Business office

☐

c. Laboratory

☐

b. Waiting area

☐

d. Other _____

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18. Would you consider sharing any of the following functions with other physicians on a floor?

- | | | | |
|----------------------------|--------------------------|-----------------------|--------------------------|
| a. Business office | <input type="checkbox"/> | h. EKG room | <input type="checkbox"/> |
| b. Waiting area | <input type="checkbox"/> | i. Cast room | <input type="checkbox"/> |
| c. Laboratory | <input type="checkbox"/> | j. Eye room | <input type="checkbox"/> |
| d. Radiology | <input type="checkbox"/> | k. Operating room | <input type="checkbox"/> |
| e. Storage areas | <input type="checkbox"/> | l. Copier | <input type="checkbox"/> |
| f. Special procedures room | <input type="checkbox"/> | m. Lounge/coffee area | <input type="checkbox"/> |
| g. Audiology room | <input type="checkbox"/> | n. Other | _____ |

19. What types of commercial uses would benefit you or your patients?

- | | | | |
|--------------------------------------|--------------------------|------------------|--------------------------|
| a. Automatic banking teller machines | <input type="checkbox"/> | f. Newstand | <input type="checkbox"/> |
| b. Coffee shop | <input type="checkbox"/> | g. Uniform shop | <input type="checkbox"/> |
| c. Beauty salon/barber | <input type="checkbox"/> | h. Meeting rooms | <input type="checkbox"/> |
| d. Dry cleaning | <input type="checkbox"/> | i. Other | _____ |
| e. Gift shop | <input type="checkbox"/> | | _____ |

20. What is your specialty? _____

21. Where is your office currently located? _____

22. Are you a solo practitioner or do you have a partner(s) ?

☐

Solo

☐

Partnership

If you have partners, how many? _____

23. What is your age? _____

24. Name _____ (optional)

please print

Thank you for your assistance. Please return this questionnaire in the enclosed envelope by October 21, 1983. Questionnaires completed by your office staff and patients should be returned in the second envelope.

OFFICE MANAGER QUESTIONNAIRE

To the medical office manager:

As you may already know, a new medical office building is being planned at the southwest corner of Fulton and Shrader Streets, adjacent to St. Mary's Hospital. This survey is an attempt to determine facts about traffic and access to the building.

Please complete the questions below, and distribute the remaining questionnaires to your non-physician staff and approximately ten patients. Please return all the responses in the enclosed envelope by October 21, 1983. If you have any questions, please call the Planning Department (extension 8670).

Thank you for your assistance.

1. Number of physicians in this practice _____ /1
2. Medical specialty _____ /2
3. Number of full-time non-physician staff members _____ /3
4. Number of part-time non-physician staff members _____ /4
5. Normal office hours: _____ a.m. to _____ p.m. /5 /6
Do you have shorter hours on certain days? _____ (y/n) /7
If yes, which days? /8
 - a. Monday ☐
 - b. Tuesday ☐
 - c. Wednesday ☐
 - d. Thursday ☐
 - e. Friday ☐
- What are the office hours on those days? _____ to _____ /9 /10
6. What is the maximum number of patient office visits on a weekday? _____ /11
7. On a typical weekday, what is the number of patient office visits? _____ /12
8. Please estimate the number of patient visits by hour of the day for a typical weekday:

8-9 a.m. _____ /13	12-1 p.m. _____ /17	4-5 p.m. _____ /21
9-10 a.m. _____ /14	1-2 p.m. _____ /18	5-6 p.m. _____ /22
10-11 a.m. _____ /15	2-3 p.m. _____ /19	after 6 _____ /23
11-12 noon _____ /16	3-4 p.m. _____ /20	

OFFICE STAFF QUESTIONNAIRE

1. Where do you live? /1

- | | | | |
|------------------------|--------------------------|--------------|--------------------------|
| a. San Francisco | <input type="checkbox"/> | e. Marin | <input type="checkbox"/> |
| b. South San Francisco | <input type="checkbox"/> | f. Peninsula | <input type="checkbox"/> |
| c. Daly City | <input type="checkbox"/> | g. Other | _____ |
| d. East Bay | <input type="checkbox"/> | | |

2. What is your residence zip code? _____ /2

3. Please indicate the times you arrive at and depart from work. If your schedule varies, use your most recent week.

	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
Arrive	_____/3	_____/5	_____/7	_____/9	_____/11	_____/13
Depart	_____/4	_____/6	_____/8	_____/10	_____/12	_____/14

4. How do you usually get to and from work?

- a. MUNI (please indicate which lines) _____/15 _____/16 _____/17
- b. BART ☐
- c. AC Transit ☐
- d. SamTrans ☐
- e. Golden Gate Transit ☐
- f. Southern Pacific ☐
- g. Car (please check one):
- | | | | |
|-------------|--------------------------|---------------------------------------|--------------------------|
| 1. Alone | <input type="checkbox"/> | 3. Passenger in car(not regular pool) | <input type="checkbox"/> |
| 2. Car pool | <input type="checkbox"/> | 4. Dropped off/picked up | <input type="checkbox"/> |
- h. Motorcycle ☐
- i. Bicycle ☐
- j. Walk ☐
- k. Other _____

5. How many minutes does your trip to work take? _____ /18

6. About how many miles is your commute? _____ /19

OFFICE STAFF QUESTIONNAIRE
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Please answer these questions only if you drive to work.

/20

7. Where do you usually park?

a. On the street

☐

b. Garage

☐

c. Other (specify) _____

8. Do you use your car to make mid-day trips during your work day?

_____ (y/n)

/21

If yes, how many times per week? _____

9. How much do you currently pay for parking? _____

/22

10. How much per day would you be willing to pay for convenient parking to your office? _____

/23

Please return this questionnaire to your office manager. Thank you very much for your assistance.

PATIENT QUESTIONNAIRE

Thank you for your time in completing the following questions:

1. What time did you arrive at this office? _____ /1
 What time is your appointment? _____ /2
 How long does your visit usually take? _____ /3
2. How did you arrive at this office? /4
 - a. Public Transportation ☐
 - b. Car driven by self, parked ☐
 - c. Car driven by someone else, parked ☐
 - d. Car driven by someone else, dropped off ☐
 - e. Taxi ☐
 - f. Walked ☐
 - g. Other _____
3. If you drove a car here, where did you park? /5

a. On the street <input type="checkbox"/>	c. Dropped off, car not parked <input type="checkbox"/>
b. Garage or lot <input type="checkbox"/>	d. Other _____
4. How much did you pay to park the car? /6

a. Parked free <input type="checkbox"/>	d. \$1.01 - \$1.50 <input type="checkbox"/>
b. \$.01 - \$.50 <input type="checkbox"/>	e. Over \$1.50 <input type="checkbox"/>
c. \$.51 - \$1.00 <input type="checkbox"/>	
5. How much would you be willing to pay for convenient parking while visiting your physician? _____ /7
6. How often have you visited your physician in the last 12 months? _____ /8
7. What is your residence zip code? _____ /9
8. Did you come to this appointment from:
 - a. Home ☐ /10
 - b. Work ☐ Zip code of work _____ /11 /12
 - c. Other _____ /13

APPENDIX E. AIR QUALITY ASSUMPTIONS AND METHODOLOGY - DONALD BALLANTI, Certified Consulting Meteorologist

Normalized concentrations generated by the Caline-3 model were adjusted for the appropriate emission factor (a function of average speed) and hourly traffic volume.¹ The Caline-3 model² is a third-generation line source air quality model that is based on the Gaussian diffusion equation and employs a mixing zone concept to characterize pollutant dispersion over the roadway. Given source strength, meteorology, site geometry and site characteristics, the model predicts pollutant concentrations for receptors located within 150 meters of the roadway.

The following variables were specified as worst-case conditions for the roadway segment analysis:

- windspeed: 1 mps for 1-hour, 2 mps for 8-hour
- wind direction: 22-1/2° to road with greatest traffic
- atmospheric stability: Pasquill E
- mixing height: 100 meters
- receptor location: 25 feet from the curb
- traffic volumes: 1-hour volume of 10% of ADT
8-hour volume of 55% ADT
- background levels: 6.9 ppm for the 1-hour period
4.5 ppm for the 8-hour period

Emission factors for various vehicle speeds were provided by the California Air Resources Board using the EMFAC-6d computer model. For the local-scale carbon monoxide analysis the following assumptions were made:

Ambient temperature: 35°F

Vehicle Mix: 73.8% light-duty auto
16.3% light-duty truck
1.7% medium-duty truck
3.5% heavy-duty gas truck
3.7% heavy-duty diesel truck
1.0% motorcycle

Operation: 21% cold start
27% hot start
52% stabilized

Traffic speed 10 mph for 1-hour, 15 mph for 8-hours.

¹Ranzieri, A., & E. J. Mulberg, Estimating Carbon Monoxide Concentrations for Hot Spots Analysis, CARB, May 1980.

²California Department of Transportation, CALINE-3: A Versatile Dispersion Model for Predicting Air Pollutant Levels near Highways and Arterial Streets. Report No. PHWA/CA/TL-79/23, November 1979.

APPENDIX F. NOISE - CHARLES M. SALTER ASSOCIATES (Richard Illingworth)

This section provides background information to aid in understanding the technical aspects of the noise sections this report.

Characteristics of Noise. Three dimensions of environmental noise are important in determining subjective response: the intensity or level of the sound; the frequency spectrum of the sound; the time-varying character of the sound.

Airborne sound is a rapid fluctuation of air pressure above and below atmospheric pressure. Sound levels are usually measured and expressed in decibels (dB), with 0 dB corresponding roughly to the threshold of hearing.

The "frequency" of a sound refers to the number of complete pressure fluctuations per second in the sound. The unit of measurement is the cycle per second (cps) or Hertz (Hz). Most of the sounds which we hear in the environment do not consist of a single frequency, but of a broad band of frequencies, differing in level. The quantitative expression of the frequency and level content of a sound is its sound spectrum. A sound spectrum for engineering purposes is typically described in terms of octave bands which separate the audible frequency range (for human beings, from about 20 to 20,000 Hz) into ten segments.

Noise Measurements. Many rating methods have been devised to permit comparisons of sounds having quite different spectra. Fortunately, the simplest method correlates with human response practically as well as the more complex methods. This method consists of evaluating all of the frequencies of a sound in accordance with a weighting that progressively and severely deemphasizes above 5000 Hz. This type of frequency weighting reflects the fact that human hearing is less sensitive at low frequencies and extreme high frequencies than in the frequency midrange.

The weighting curve described above is called "A" weighting, and the level so measured is called the "A-weighted sound level", or simply "A-level". The A-level in decibels is expressed "dBA"; the appended letter "A" is a reminder of the particular kind of weighting used for the measurement. In practice, the A-level of a sound source is conveniently measured using a sound level meter that includes an electrical filter corresponding to the A-weighting curve. All U.S. and international standard sound level meters include such a filter. Typical A-levels measured in the environment and in industry are shown in Table F-1.

Although the A-level may adequately describe environmental noise at any instant in time, the fact is that the community noise level varies continuously. Most environmental noise includes a conglomeration of distant noise sources which creates a relatively steady background noise in which no particular source is identifiable. These distant sources may include traffic, wind in trees, industrial activities, etc. These noise sources are relatively constant from moment to moment, but vary slowly from hour to hour as natural forces change or as human activity follows its daily cycle. Superimposed on this slowly varying background is a succession of identifiable noisy events of brief duration. These may include nearby activities or single vehicle passages, aircraft flyovers, etc., which cause the environmental noise level to vary from instant to instant.

Table F-1
TYPICAL SOUND LEVELS MEASURED IN THE ENVIRONMENT AND IN INDUSTRY

	<u>Decibels A-Weighted</u>	
Civil defense siren (100')	140	
Jet takeoff (200')	130 120	Threshold of pain
Riveting machine	110	Rock music band
Emergency engine-generator (6') DC-10 glyover (700)	100	Pile driver (50')
Subway train (20')	90	Boiler room Printing press plant
Pneumatic drill (50')	80	Garbage disposal in home (3') Inside sports car, 50 mph
Freight train (100') Vacuum cleaner (10') Speech (1')	70 60	Auto traffic near freeway Large store Accounting office
Large transformer (200')	50	Private business Office Light traffic (100') Average residence
	40	Minimum levels, residential Areas in san francisco at night
Soft whisper (5')	30	
Rustling leaves	20 10	Recording studio
Threshold of hearing in youths (1000-4000 Hz)	0	

Note: The distance (in feet) between the source and listener is shown in parentheses.

To describe the time-varying character of environmental noise, the statistical noise descriptors L10, L50, and L90 are commonly used. The L10 is the A-weighted sound level equaled or exceeded during 10 percent of a stated time period. The L10 is considered a good measure of the "average peak" noise. The L50 is the A-weighted sound level that is equaled or exceeded 50 percent of a stated time period. The L50 represents the median sound level. The L90 is the A-weighted sound level equaled or exceeded during 90 percent of a stated time period. The L90 is used to describe the background noise.

As it is often cumbersome to describe the noise environment with these statistical descriptors, a single number descriptor called the Leq is also widely used. The Leq is defined as the equivalent steady-state sound level which in a stated period of time would contain the same acoustic energy as the time-varying sound level during the same time period. The Leq is particularly useful in describing the subjective change in an environment where the source of the noise remains the same but there is change in the level of activity. Widening roads and/or increasing traffic are examples of this kind of situation.

In determining the daily measure of environmental noise, it is important to account for the difference in response of people to daytime and nighttime noises. During the nighttime, exterior background noises are generally lower than the daytime levels. However, most household noise also decreases at night and exterior noises become very noticeable. Further, most people are sleeping at night and are very sensitive to noise intrusion.

To account for human sensitivity to nighttime noise levels a descriptor, Ldn, (day-night equivalent sound level) was developed. The Ldn divides the 24-hour day into the daytime of 7 a.m. to 10 p.m. and the nighttime of 10 p.m. to 7 a.m. The nighttime noise level is weighted 10 dB higher than the daytime noise level. The Ldn, then, is the A-weighted average sound level in decibels during a 24-hour period with 10 dBA added to the hourly Leqs during the nighttime. For highway noise environments the Leq during the peak traffic hour is approximately equal to the Ldn.

Response to Noise. The effects of noise on people can be listed in three general categories: subjective effects of annoyance, nuisance, dissatisfaction; interference with activities such as speech, sleep, learning; physiological effects such as startle, hearing loss.

The sound levels associated with environmental noise, in almost every case, produce effects only in the first two categories. Unfortunately, there is as yet no completely satisfactory measure of the subjective effects of noise, or of the corresponding reactions of annoyance and dissatisfaction. This is primarily because of the wide variation in individual thresholds of annoyance, and habituation to noise over differing individual past experiences with noise.

APPENDIX G. PROJECTS INCLUDED IN CUMULATIVE IMPACT ASSESSMENT

This appendix identifies projects in the vicinity of St. Mary's MOB that were considered in the cumulative impact assessment. The material presented here is drawn from the City Planning Department's Greater Haight-Ashbury Cumulative Assessment Report (December 1984), which is fully incorporated by reference as part of this EIR. The boundaries of the Greater Haight Ashbury were defined by seven members of community organizations representing the area in a letter dated April 12, 1983 to the President of the Planning Commission. The area is generally bounded by Anza/O'Farrell Street, Broderick Street, Roosevelt Way, 17th Street, the southern boundary of UCSF, Kirkham Street, 9th Avenue, Lincoln Way and Stanyan.

The eight projects shown in Table G-1 are analyzed, as well as a proposal by the City's Recreation and Park Department to remodel Kezar Stadium and revise Golden Gate Park's circulation pattern. The latter proposal was addressed less quantitatively because of its speculative nature. Brief descriptions of each project follow.

USF Health and Recreation Facility. Sponsored by the University of San Francisco, the project involves the construction of a sports complex. The facilities, all proposed on USF's existing campus, lie in the RH-2 zoning district and the majority of the project site is in the 40-X Height and Bulk District. The Health and Recreation Facility would involve four building areas totaling 121,400 gross square feet:

Existing Loyola Gymnasium	11,000 sq.ft.	145 ft. x 110 ft.
Racquetball Building	6,600 sq.ft.	106 ft. x 42 ft.
Pool Building	57,100 sq.ft.	207 ft. x 104 ft.
Multi-Purpose Courts	46,700 sq.ft.	180 ft. x 120 ft.

The four buildings would be linked by glass atria and walkways, creating a single four-story structure. The center would be a maximum of 38 feet above Stanyan Street. The new structures would involve the replacement of the existing Loyola Hall and the rehabilitation of the gymnasium. The southeast portion of the project site would remain as a soccer field.

On the western slope of Lone Mountain, the project site is surrounded by a mixture of single family and multifamily residential units to the north, west, and south. A row of well-maintained, landscaped single family cottages with pitched roofs face the project area across Stanyan Street. To the east, the project fronts onto the main USF campus and multiple dwelling units, ranging in height from two to four stories. The concrete structures, with fabric tensile roofing and glass atria, would differ in character and scale from the surrounding residences, but they would be at a height similar to the Loyola Hall they replace. Landscaping is proposed along the project's entire perimeter.

St. Mary's Medical Office Building. The St. Mary's Hospital and Medical Center is proposing to construct a six-story (about 80 feet high) medical office building at the southwest corner of Fulton and Shrader Streets. The structure, accommodating medical offices and limited accessory activities, would enclose approximately 105,000 gross square feet on a 24,400 square foot site. The project site lies in the RH-3 zoning district and the 80-D Height and Bulk District. The vicinity is characterized by a variety of institutional uses and residential units.

USF Cogeneration Facility. In addition to the Health and Recreation Center, USF is proposing to construct a cogeneration facility to replace its existing steam plant and to meet the university's electricity and steam requirements. The facility would be constructed on campus in the basement of Gleeson Library on the south side of Golden Gate Avenue across from Temescal Terrace. It has not been determined yet whether additional building space would be needed to accommodate the facility. The project architects envision replacing the existing boiler room exhaust stack and redesigning it to also accommodate the Cogeneration Facility, so that a new one would not be required. In addition, cooling towers would be needed but their dimensions and locations have not been established yet. The project site is surrounded by campus facilities to the south. Uphill to the north, between Golden Gate Avenue and Turk Boulevard, is a mix of single family and multifamily residences. On the north side of Turk Boulevard is the former Lone Mountain College, now a part of USF.

Cannes Apartments. The proposed project at 1360 Fell Street, between Baker and Broderick Streets, is a three-story, eight-unit apartment building on a currently vacant lot. The 11,133 square foot structure would occupy a relatively level lot of 50 feet by 137.5 feet. The project proponents are requesting a rezoning of the site from RH-3 to RM-1. The project site is surrounded by residential lands, zoned either RH-3 or RM-1, and the State Department of Motor Vehicles. Virtually all the residential structures are multiple dwellings and vary in height between 1-1/2 and 4 stories.

Urban School of San Francisco Expansion. The proposed project at 1563 Page Street, between Masonic and Ashbury Streets, involves expansion of the Urban School by renovating portions of two adjacent residential structures. Only minor changes are proposed to the street facades of the affected buildings.

UCSF Conversion of Polytechnic High School. Proposed by the University of California, San Francisco, this project is early in its conceptual stages. Potential uses for the abandoned high school include residential development ranging from 140 to 230 units; a parking facility, most likely underground; and recreational facilities. The alternatives of rehabilitating and reusing the existing structures versus razing and redeveloping the site are still being discussed. An alternative proposal for the site is being sponsored by a local group, the Inner Sunset/Haight Ashbury (ISHA) Coalition. As currently defined, the Coalition's proposal for 130 to 180 low and moderate income housing units would contain a mix of sizes, ranging from studios to 5-bedroom units. The residential development would occupy a total building area of 30,000 to 50,000 square feet and not exceed 40 feet in height. In addition, a multi-purpose community center, possibly including a gymnasium, pool, and theater, has been identified as part of the proposal.

The project site is at the southeastern edge of Golden Gate Park, between the Inner Sunset and Buena Vista neighborhoods. To the north are Kezar Stadium and Golden Gate Park, to the east and west are two- and three-story multiple dwelling units, and more residential units and the UC Clinics and parking facilities lie to the south. The site is in a Public zoning district, and the applicable Height and Bulk District is 40-X.

St. Joseph's Hospital Conversion. The project site is located on the southeast slope of Buena Vista Park. Sponsored by Park Hill Associates, this project involves the rehabilitation and conversion of St. Joseph's Hospital and convent into residential units. The existing structures would be converted into 136 studio and one- and two-

bedroom units, occupying about 159,000 square feet. Major new construction would involve a seven-story addition to the west end of the existing hospital, parking facilities, and a four-story structure connecting the convent with the chapel. The surrounding Buena Vista neighborhood consists primarily of detached two- and three-story residential structures. The project site lies in the RH-2 zoning district and the 80-E and 50-X Height and Bulk Districts.

UCSF Vision Research Laboratory. Sponsored by the University of California, San Francisco, the proposed project is a vision research laboratory. The facility would be built on the UCSF campus and occupy approximately 40,000 gross square feet in a structure 55 feet wide, 250 feet long, and averaging 45 feet high. The structure would be sited behind the existing UC Hospital Building and the School of Dentistry, on the lower western slope of Mt. Sutro, at about 410 to 440 feet above sea level. The building would project approximately 40 feet above the School of Dentistry and 16 feet above the UC Hospital Building. The project site lies in the Public zoning district and in the Open Space Height and Bulk District. Surrounding uses include university-owned facilities and a variety of residential zones.

Kezar Stadium Reuse. Proposed by the City and County of San Francisco, Department of Recreation and Parks, Kezar Stadium would be renovated as a multi-purpose night-lighted stadium, and surrounding underutilized or nonrecreational facilities (such as the aid station and the police station) would be studied for continued use, relocation, or adaptation for various indoor recreational activities. Funds to study the site and present recommendations on stadium size and facilities are only now being finalized, and the City expects the study will require about nine months. The stadium seating capacity would be reduced from about 60,000 to between 10,000 and 23,000. This would involve removing the stadium's superstructure (that portion of the stadium above ground level) to create a smaller-sized amphitheater. The parklands surrounding the stadium area would be landscaped and include picnic sites and active play areas. Parking facilities would be improved to meet user demand.

TABLE G-1
GREATER HAIGHT-ASHBURY AREA PROPOSED PROJECTS

<u>Name</u>	<u>Existing On-Site Uses</u>	<u>Proposed Uses</u>
USF Health and Recreation Facility	Loyola Hall - 78,912 GSF (to be demolished)	Swimming pool, racquetball courts, alumni club, multi-purpose courts, other facilities - 110,445 GSF
	Loyola Gym - 12,384 GSF	Loyola Gym - 10,920 GSF (lobby to be demolished)
Soccer-	Soccer Field	
	(184 parking spaces, 3 lots)	Soccer Field - renovated (172 parking spaces)
St. Mary's Medical Office Building	vacant lot	100,000 GSF medical office building (375 parking spaces)
USF Cogeneration Power Plant	105-space parking lot, USF campus	1.5 - 2.5 megawatt power plant
Cannes Apartments	vacant lot	8-unit apartment building (8 parking spaces)
Urban School of San Francisco expansion	four 800 SF apartments two 1,400 SF apartments (two parking spaces)	Expansion of school facilities; one apartment to be converted for school facility use (5 parking spaces)
*Polytechnic High School Conversion	Old Polytechnic High School, used for storage	140 dwelling units or 160 dwelling units and day care center, or 230 dwelling units and 20,000 SF recreational spaces (600 parking spaces), or 160 dwelling units and 30,000 SF community center** (100-120 parking spaces)
St. Joseph's Hospital Conversion (Park Hill Residential)	Former hospital	136 dwelling units (136 parking spaces)
UCSF Vision Research Laboratory	vacant lot	40,000 SF building

NOTES:

*Project has several proposed alternatives.

**The community center would include such uses as a gymnasium, a theater and pool with locker and shower facilities.

SF = square feet; GSF = gross square feet

